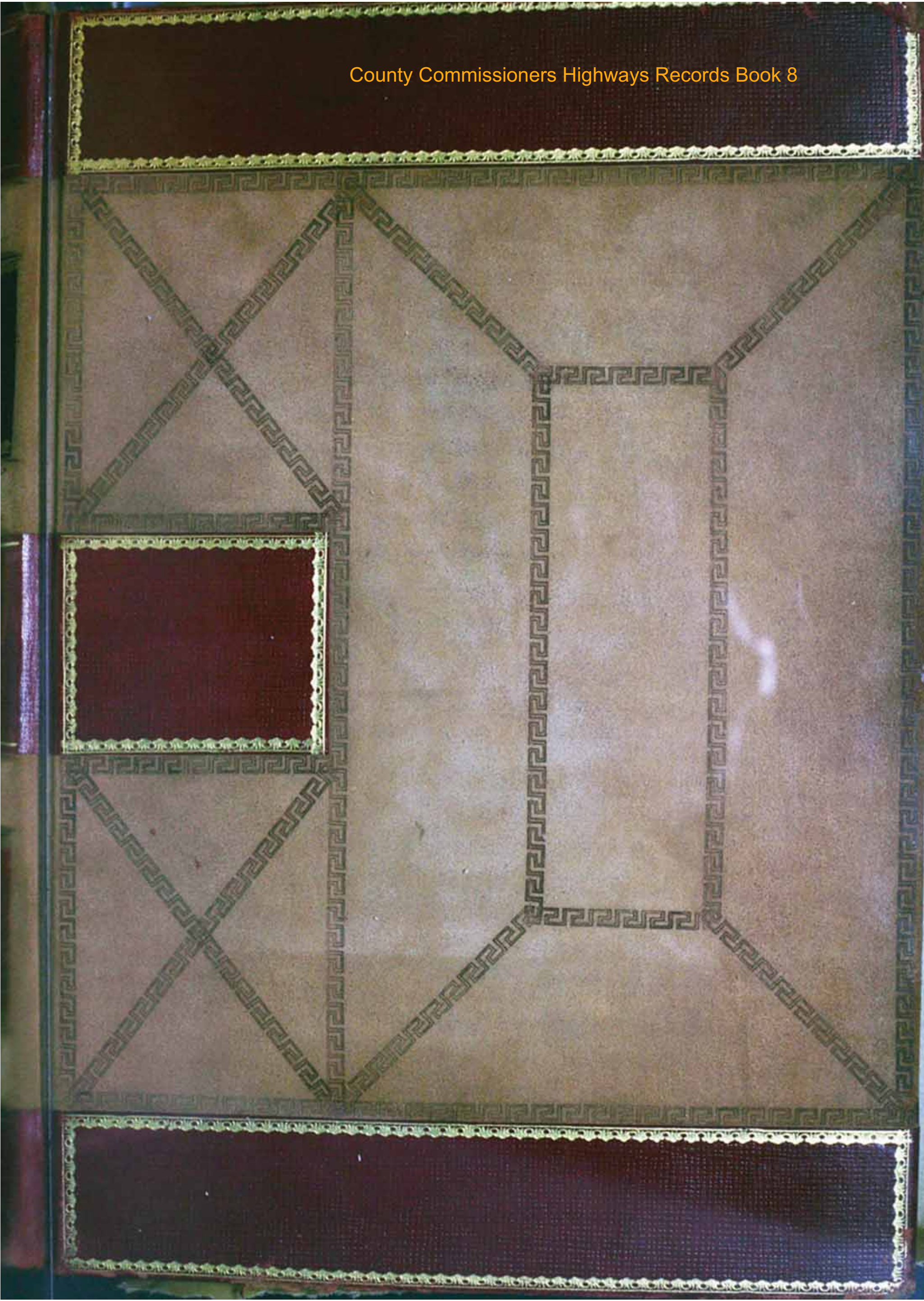


County Commissioners Highways Records Book 8





October Meeting 1866

opposite to the house of David Stevens, Thence North 46°  
52' East making an angle of ninety degrees and forty nine  
minutes to the right 183 feet to a stone monument standing  
opposite to the house of H. Hysman. And now it is ordered  
that the said town of Chicopee cause the road aforesaid  
which is within the said town of Chicopee to be well  
made and completed in the most finished and workmanlike  
manner, and as follows to wit: The said road must  
be thoroughly ploughed, where ploughing is practicable,  
and be thoroughly cleared of stones, stumps and roots.  
The top soil where it is unsuitable for making  
a hard and permanent road, must be removed  
out of the traveled way, or may be used in embankment  
if it be so placed as not to be within twelve inches of the  
surface of the road when finished. Where the materials  
within the traveled part of the road are unsuitable  
for making a hard and durable road, and the  
subsoil under the same is of a loamy or clayey  
character, a top covering of at least twelve inches  
of good gravel or some other good material, (the best  
that can be obtained in the vicinity, whether within  
or without the location of the road) will be required  
over the whole width of 30 feet for the traveled part of the  
road. Where the subsoil is sand, the said traveled  
part of the road, after having been properly graded,  
must be uniformly covered over its whole width with  
a coat of loam four inches thick and afterwards with  
a top covering of eight inches of good gravel, or some  
other good material, spread evenly over its whole  
surface. Said road must be judiciously crowned  
from the exterior of the sides of the traveled part  
thereof to its center to the height of 12 inches. And the  
traveled part thereof must be widened to the width  
of 30 feet, exclusive of the side slopes and of the ditches.

Selection of Chicopee  
Pet for alteration  
of Highway in Cham-  
ber. To 48  
Contd. from Lib 7



20  
so that carriages and teams may pass with safety and convenience  
over any and every part of the 30 feet of road. The lined  
traveled part of the road must be worked in the center of  
and parallel to its location, without any regard to the  
additional width laid out for material in constructing the road  
except near its angles which must be particularly rounded so as  
to render its turnings as gradual and easy as practicable.  
In grading the road care must be taken to avoid unnecessary  
undulations, and in no instance can an angle of ascent  
or descent in the direction of the road be allowed of greater  
magnitude than is hereafter mentioned. The side ditches,  
where they are needed, must be constructed entirely  
without the traveled part of the road of 30 feet as aforesaid  
and must be made by sloping from the exterior line  
of the traveled part of said road two and one half feet at  
an angle of twenty four degrees, or two and one half feet slope  
to one foot rise, to be measured horizontally with the base or  
chord line of the curve of the road; they must be worked  
parallel with the center line of the traveled part of the road  
without unnecessary curvatures in their direction, and  
must gradually descend with a smooth even surface in the  
direction of the road, towards the point of discharge in  
such manner that no water can permanently stand by  
the road side, over swamps or meadows and where the  
road is made by embankment, and is liable from its  
weight to settle or sink through the road the side ditch  
will in no instance be allowed. On the sides of hills  
where the road is made partly by embankment and partly  
by excavation, the road must be crowned in manner before  
mentioned, from the edge of the interior slope of the ditch  
on the uphill side to the center, and from thence to the  
exterior or downhill side must be made nearly or quite  
level. All sides of excavations or embankments where  
the materials are of a loamy or alluvial character  
must be made at an angle not exceeding forty five  
degrees; where the materials are loose gravel or  
sand, the angle must not exceed thirty degrees  
from a horizontal line, or two feet slope to one foot  
rise. Said road must be firmly and substantially  
railed, where railing is necessary, for the safety  
and convenience of the traveler, the railing must consist



October Meeting 1866 66

of straight hand-sawn chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts above said. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by churning the joining ends of each of said poles or posts, at least one foot or length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt of said railing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at the top, and placed on a good bank well may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said thirty feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches



to one foot in height the same face thereof being perpendicular. The road must be graded to an elevation within three feet of the top or face of the embankments to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road is as follows. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the road of 12 inches in addition; except the spans of the arch or arches of a bridge each second three feet in the clear, when it may be covered with good chestnut or white oak, three inch planks. Whenever a bridge is covered with plank the top of the planking must be at grade, and a strip of chestnut timber ten inches on the bottom and inside and tapering to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels on their passage to and from said bridge. All bridges must be made fifty feet long, measured at right angles with the direction of the road, and be substantially and properly raised to the height of three feet, and to the width of not less than 30 feet between the railings clear of all obstructions. All necessary showings must be made of the same length as the bridge, and be measured in the same manner, but four good straight stone pillars or abutments not less than two feet apart, and 30 inches high, can be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said showings must be covered 12 inches in addition. The owner of land over which said road is located, retains the legal right to construct culverts or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby interfere with the work or design in the grading of the road, as hereafter described and construct said culverts or bridges in manner provided for the bridge; and the said culvert when placed in must forever after be maintained by such owner, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler in passing the road. If any owner of land must be made in front of any



October Meeting 1866

dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said dwelling or the best shape for placing on a burnt wall if the owner of said building shall so elect, otherwise as to slope such side bank as to cause the least possible injury to said building or the appurtenances thereof; provided however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of riding (for in such case no riding can be allowed) and in such manner as to leave all passage ways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of said road aforesaid which lies within the town of Chicopee be as marked as set in any place to render the angles of ascent or descent from a horizontal line hereafter mentioned. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit; commencing at Station No 0 which is on the top of the corner stone at the west end of the line near the junction of the Plainfield road with the Chicopee road which station is at grade from Station No 0 to No 3 the grade ascends 4 1/2 feet from No 3 to No 4 descend one foot, from No 4 to No 8 descend 5 1/2 feet from Station No 8 to Station No 20 the grade ascends 2 1/2 feet from Station No 20 to Station No 32 the grade ascends 30 feet from



Station no 32 to station 40 the grade descends one foot, from station no 40 to station no 40 1/2 the grade descends 1 1/2 feet, and it is further ordered that the town of Chicopee work the above described road according to above mentioned descriptions in a good and workmanlike manner and to the acceptance of the County Commissioners on or before the first day of October 1864

The Commissioners having heard all parties in reference to damages that exposed a desire to be heard have adjudged and awarded damages as follows to wit—

To Thomas Mac Mahan	Thirty Dollars.	\$30
• Peter Milligan	Twenty five dollars	25
• John Spruce & Co Merch	Twenty dollars	20
• J. A. Dennison	Fifty five dollars	55
• John Kennedy	Thirty five dollars	35

No other person or corporation appearing to claim damages and in the opinion of the Commissioners none are entitled and none are awarded

Chas C Wright } County  
 Andrew H Merrill } Commissioners  
 Daniel C Potter }

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear. And now the said report being read and considered is accepted and the road established as and for a public highway—

S. P. Brown & others Pet  
 for location of new highway  
 in Granville

47

To the County Commissioners of the County of Hampden  
 Respectfully represents the undersigned citizens and legal  
 voters of the towns of Westfield and Granville that  
 the public convenience and necessity requires that  
 a highway should be laid out and constructed in said  
 Granville commencing near the house of Aaron Clark  
 on East Parish, so called and running westerly near  
 the house of S. P. Brown then westerly again to near  
 the intersection of the Westfield and Granville roads  
 near the house of R. B. Stoddard in said Granville  
 Your petitioners therefore request your Honor



Bound to view the premises and lay out a new highway  
and as our duty bound will ever pray.  
Granville Aug 30th 1866

October Meeting 1866

J P Graves & others

The foregoing petition was entered at the meeting of  
the County Commissioners holden at Springfield within  
and for said county on the first Tuesday of October in the year 1866  
at which meeting the Commissioners deeming a view  
of the premises expedient appointed Monday the eighth  
day of November then next and two o'clock in the  
afternoon at the house of J P Graves in Granville  
as the time and place for viewing the premises; and  
caused a copy of said petition to be served upon the  
Select of the town of Granville being the town  
within which such new road is prayed for, thirty  
days at least before the time appointed for said view; and  
also caused abstracts of said petition containing the  
substance thereof, to be posted in two public places  
in said town, and also gave notice to all persons  
interested by causing a copy of said petition to be  
published three weeks successively in the Whetfield  
News Letter a newspaper published in said county,  
said posting and the last publication of said copy having  
been fourteen days at least before the time appointed  
for said view; And before said view was had, said  
Commissioners gave notice in like manner as described  
in the foregoing notice of the petition, to all persons  
interested, of the time and place for commencing  
said view; And on the said eighth day of November  
the Commissioners met at the time and place appointed  
and proceeded to view the premises and having  
viewed the same the Commissioners then determined  
to hear the parties at the same time of said view;  
and having heard the parties, said Commissioners  
then proceeded to consider and adjudge upon  
the prayer of petitioners And after considering the  
same said Commissioners did then and there adjudge  
that common convenience and necessity require  
that the prayer of the Petitioners should not  
be granted.



John C. Wright

Amended

Danby Potter

Country

2) *Compositura*

All of which by the report of said Commission filed

among the proceedings on the aforesaid petition fully

appears. And now the said report being read in

Considered it is ordered that the petition be dismissed.

To the County Commissioners of the County of Humboldt

Under the authority of an act passed at the last session

of the Legislature this company has located branch branches

in the town of Holyoke crossing Dwight, Mass., Corp.

Kear, Appleton, Oatlet, Sturgeon, Jackson, and Cannon

Stems. Some of which stems have been laid out in terraces.

the company respectfully and open to economic and corporate

...of alleged, proper to challenge and require them to  
...the ... of the ...

with the street, an inch narrower, no more men than it

is provided by chapter two hundred and thirty seven

of the acts of the open Englishman himself was "Sixty five

The Crown River Light Boat Company,

By D. L. Harris Pres't.

The foregoing petition was entered at this meeting.

And now the County Commissioners during a visit

if the previous experiment appointed Tuesday the time

May of November then such are expected in the fr

at the Helyar House in Helyar in the town and jil

for missing the premiums, and caused a copy of

and pillars to be carved upon the cloud of the  
of the

of Chicago being the main reason which such construction and law is bound for that thing after

before the time appointed for said view, am also c

abstracts of dissertation containing the substance of the

to be posted in his public places in said town

and also gave notice to all persons interested

by causing a copy of said petition to be published. There are



October Term 1866

newspaper in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of this petition to all persons interested of the time and place for examining said view. And on the said 20th day of November the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudge upon the prayer of said petition. And after considering the same said Commissioners did then and there adjudge that common convenience and public necessity require that the prayer of the petition be granted as by the report in writing of said view and adjunction on file appears. And the Connecticut River Rail Road Company are authorized and required to construct the rail road in the town of Holyoke crossing Dwight, Mann, Corp, Race, Appleton, Cabot, Sargeant, Jacksons and Canal Streets upon a level and at a grade with said streets.

Chas C Wright County  
 M M Merrill } Commissioners  
 D G Potter } Hampshire County

All of which by the report of said Commissioners filed among the proceedings on the afore said petition fully appears and now the said report being read and considered is accepted.

The County Commissioners having viewed and carefully examined throughout the highway in which is located and enclosed upon the petition of Emerson Holmes and others and having found the same well made constructed and completed according to the order of the Commissioners thereon the same is by them accepted.

Acceptance of highway in which is Emerson Holmes part of Emerson Holmes



Acceptance of highway  
in Agawan on pet of  
B. N. Corley & als

The County Commissioners having viewed and carefully examined throughout the highway in Agawan located and ordered upon the petition of B. N. Corley and others and having found the same well made, constructed and completed, according to the order of the Commissioners thereon the same is by them accepted.

Acceptance of highway  
in Chicopee on pet  
of C. W. Reinhart & als

The County Commissioners having viewed and carefully examined throughout the highway in Chicopee located and ordered upon the petition of C. W. Reinhart and others and having found the same well made, constructed and completed according to the order of the Commissioners thereon the same is by them accepted.

Acceptance of highway  
in Southwick on petition  
of Norman Adams & als

The County Commissioners having viewed and carefully examined throughout the highway in Southwick located and ordered upon the petition Norman Adams and others and having found the same well made, constructed and completed according to the order of the Commissioners thereon the same is by them accepted.

Acceptance of highway  
in Braintree on petition  
of B. W. Sturges & als

The County Commissioners having viewed and carefully examined throughout the highway in Braintree located and ordered upon the petition of Charles W. Knox and others and having found the same well made, constructed and completed according to the order of the Commissioners thereon the same is by them accepted.

Acceptance of highway  
in Granville on pet  
of L. W. Shepard & als

The County Commissioners having viewed and carefully examined throughout the highway in Granville located and ordered upon the petition of L. W. Shepard and others and having found the same well made, constructed and completed according to the order of the Commissioners thereon the same is by them accepted.



October Meeting 1866

It is ordered that the expenses and charges of completing the highway laid upon the petition of S. W. Shepard & others in the town of Chandler at the meeting of the County Commissioners held on the fourth Tuesday of December 6<sup>th</sup> 1865 amounting to the sum of two thousand four hundred and three dollars be paid from the County Treasury and that notice of the sum be given to the town of Chandler.

Order for payment of building highway in Chandler on pet of S. W. Shepard & others

It is now ordered that there be allowed to Robert E. Bonney damages to land taken for the road located on the petition of Emerson Gayles & others the sum of thirty dollars and that this allowance supersede the allowance heretofore made to Robert E. Bonney of thirty dollars and that the order for payment of said last mentioned be revoked.

Land Damages  
given allowance to  
R. E. Bonney

The sum of Two thousand and Eleven dollars is allowed for damages to land taken on the location of highways and the same is ordered to be paid from the County Treasury as follows:

Land Damages  
\$ 2,001

Petition of C. H. Knox & others

William S. Knox

\$175

Calvin H. Knox

" 10

Petition of Wm S. Bonbrater

New Lurens & Northampton Lds

350

Petition of S. W. Shepard & others

A. Randall Agency of A. Seymour

126

Petition of Norman Adams & others

Quarterm Block

240

Petition of Emerson Gayles & others

Robert E. Bonney

60



Post paid 8761

Petition of S. W. Shapira & others

Re S. Jordan

B. 102

Petition of Edifak Lombard & others

E. S. Snow

" 113

Petition of Edifak Shaw & others

House of Nelson Works

173

Petition of the Western R. R. Corporation

Edifak Sibley

110

Petition of W. B. Whitney & als.

Geo. H. Monty and F. M. Menden

750

B. 2011

Accounts

Sundry accounts against the County being now presented  
for payment. The same amounting to the sum of seven  
thousand eight hundred and thirty four dollars and two cents  
are allowed and ordered to be paid from the County Treasury

Hampden S. S. December 12 1866

Subsequent to which up according to reports made and  
all matters not acted upon were ordered to be continued  
and this meeting adjourned without day

Attest

Geo. H. Monty Clerk



# Commencement of New Year Hampden

Let a meeting of the County Commissioners be held at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty-fifth day of said month and by adjournment on the twenty-sixth day of said month in the year of our Lord one thousand eight hundred and sixty-six

Present: Charles C. Wright Chairman  
Ambrose W. Merrill } County  
Daniel S. Potter } Commissioners

One by adjournments on the second day of January on the twenty-sixth day of January on the thirtieth day of January on the first day of March on the thirtieth day of March and on the thirtieth day of March in the year of our Lord one thousand eight hundred and sixty-seven

Present: Ambrose W. Merrill Chairman  
Daniel S. Potter } County  
William M. Lewis } Commissioners

William M. Lewis Esquire of Hampden having been declared by the board of examiners elected County Commissioners for the County of Hampden and having been duly sworn appeared on the said second day of January and the board consisting of Ambrose W. Merrill Daniel S. Potter and William M. Lewis passed to the choice of Chairman the whole number of votes cast is three of which Ambrose W. Merrill Esquire has two and is chosen Chairman of the board for the year ensuing—

County Commissioners  
organization of Board  
of



To the County Commissioners of the County of Hamilton  
 I the undersigned do hereby respectfully represent that the road leading from Westfield  
 through the village of Mittenwage in the town of West Springfield to the  
 county road leading from Westfield to Springfield and  
 near the dwelling house of William Welch is extremely  
 narrow and crooked and that the public convenience and  
 safety require that the said road should be straightened  
 widened and with further alterations by repairs and by  
 discontinuing such portions of the old road as your honorable  
 body may deem proper. We your petitioners therefore respectfully  
 request your board to order and provide and take such action  
 as you may think the public convenience requires. We are  
 daily bowed in ever prayer  
 Agassiz Aug 6th 1866

J W Brewster

The foregoing petition was entered at a meeting of the County  
 Commissioners held at Springfield within and for said County on  
 the first Tuesday of October in the year of our Lord one thousand  
 eight hundred and sixty six - At which meeting the Commissioners  
 deeming a review of the premises expedient appointed Friday the  
 ninth day of November then next and now held at the house  
 at the Hotel in Mittenwage in West Springfield in the town and  
 place for reviewing the premises and caused a copy of said  
 petition to be served upon the clerk of the town of West Springfield  
 and upon the W R Road Corporation being the town within  
 which such alterations and location is prayed for, thirty days  
 at least before the time appointed for said review and also  
 caused abstracts of said petition containing the substance  
 thereof to be posted in two public places in said town and  
 also gave notice to all persons interested by causing  
 a copy of said petition to be published three weeks successively  
 in the Springfield Daily Republican a newspaper published  
 in said County said petition and the last publication of said  
 copy having been for three days at least before the time  
 appointed for said review and before said review was had in  
 Commissioners gave notice in the manner as described in  
 the foregoing notice of the petition to all persons interested  
 of the town and place for considering said review



and on the said sixth day of November the Commissioners met at the time and place appointed and proceeded to read the petition and having received the same, proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that the prayer of the petition should be granted, as by the report appearing of said writ and adjudication on file appears. Therefore said Commissioners appointed Wednesday the twelfth day of December, then next and same place as the former one at the Hotel in Millington in said West Springfield as the time and place when and where they would meet and proceed to locate, and the said Commissioners having given notice of the adjudication and the time and place appointed for location in the same manner as the notice and publication was given and made and as is by law in such case made and provided, before proceeding to said (except publishing an abstract of said petition instead of a copy thereof) on the said twelfth day of November met and proceeded to locate as follows (commencing at a Stone Monument on the southerly side of the Westfield road and a little easterly of the dwelling house of William Melcher and running South  $43\frac{1}{4}^\circ$  East 820 feet to Front Street according on the plan of the Uxman Land Company then westerly on the northerly line of said Front Street 200 feet to a stone monument then South  $43\frac{1}{4}^\circ$  East 1304 feet across the Western Rail Road and the Uxman and River to a stone monument then South  $18^\circ$  East 168 feet to a stone monument then South  $23\frac{3}{4}^\circ$  East 826 feet to a stone at the junction with the old road the new road is laid then for 50 feet wide then South  $44^\circ$  East 183 feet to a stone in front of Horley's house width of road at this end of this corner 117 feet then South  $50^\circ$  West 302 feet to a stone width of road at this station 60 feet then South  $41\frac{3}{4}^\circ$  West 1043 feet to a stone at the South East corner of the school house lot North of road at this station 50 feet then South  $41^\circ$  West 962 feet to a stone width of road 50 feet at this station then South  $34\frac{1}{4}^\circ$  West 3824 feet to a stone at Thomas Brown's lot then South  $35^\circ$  West 1744 feet, to a



4  
The deep gutter road so called from South 140<sup>th</sup> West  
across the said deep gutter road 233 feet to a stone  
on the westerly side of the County road from Tule  
Hills to Springfield on the east corner the road is  
low fifty feet wide. Now now it is ordered that the said  
towns of Ogden and West Springfield cause the road  
aforesaid which is within the limits of the said towns  
respectively to be mended made and completed in the  
most faithful and workmanlike manner, and in doing  
to wit: The said road must be thoroughly ploughed, when  
ploughing is practicable and be thoroughly cleared of stumps  
stumps and roots. The top soil when it is suitable  
for making a hard and permanent road must be  
removed out of the traveled way, or may be used in embank-  
ment if it be so placed as not to be <sup>within</sup> twelve inches of the  
surface of the road when finished. Where the materials  
within the traveled part of the road are suitable  
for making a hard and durable road, and the subsoil  
under the same is of a loamy or clayey character  
a top covering of at least 12 inches of good gravel  
or some other good material the best that can be  
obtained in the vicinity whether within or without  
the location of the road will be required over the  
whole width of 18 feet for the traveled part of the  
road. Where the subsoil is sand the said traveled part  
of the road after being properly graded, must be uniformly  
covered over its whole width with a coat of loam four  
inches thick and afterward with a top covering of  
eight inches of good gravel or some other good material  
spread evenly over its whole surface. Said road  
must be judiciously crowned from the exterior of the  
sides of the traveled part thereof to its center to the  
height of 12 inches. And the traveled part thereof  
must be widened to the width of 18 feet exclusive  
of the side slopes and the ditches: so that carriages  
and teams may pass with safety and convenience  
over any and every part of the 8 feet aforesaid.  
The said traveled part of the road must be mended  
in the center of and parallel to its location without  
any regard to the additional width laid out for  
materials in constructing the road except upon the



December Meeting 1866

angles which must be judiciously rounded so as to render the turnings as gradual and easy as possible. In grading the road care must be taken to avoid temporary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 18 feet across and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees or two and one half feet slope to one foot run to be measured horizontally with the base or chord line of the crown of the road. They must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge as such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made quite or nearly level. All sides of excavations or embankments where the materials are of a loamy or alluvial character must be made at an angle not exceeding forty five degrees when the materials are loose gravel or sand. The angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot run. Said road must be firmly and substantially graded where riding is necessary for the safety and convenience of the traveler. The riding must consist of straight



transverse abutment piles not less than 12 inches in diameter and being secured with cross bolts to stone or abutment posts two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. When the sides of embankments are constructed or secured with substantial well laid stone walls three feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone post supports. All joinings or splices of said railing must be made on the summit or top of some one of the stone supports approved by stamping the joining ends of each of said posts or piles at least one foot in length in such manner that the chamfered faces will fit and lie closely together, with the cross bolt secured passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner two wide half feet high above the face of the road not less than two feet in thickness at the base and fifteen inches at the top and placed over good hard ground may be substituted for the railing approved. In all places where it is necessary to have railing, the road if constructed of earth slopes must be made sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said eighteen feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned and where the materials can be obtained at a reasonable expense this kind of structure will be required and walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in eight. The inner face thereof being perpendicular; the road need be made to no greater width than twenty four feet on the top or face of the embankment, as far as a firm support to



The railing and the twenty feet clear of all obstruction for the travel part of the road as before said. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and measuring of the road 12 inches in addition; except the space of the arch or arches of a bridge such as said, three feet in the clear when it may be covered with good chestnut or white oak, those with plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a strip of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any rising from wheels in their passage to and from said bridges. All bridges must be made twenty feet long measured at right angles with the direction of the road, and be substantially and properly nailed to the height of three feet, and to the width of not less than 18 feet between the railing clear of all obstructions. All necessary sluiceways must be made of the same length as the bridges, and be measured in the same manner with good, firm straight stone sides or abutments not less than two feet apart and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be covered 12 inches in addition. The owners of land over which said road is located retain the legal right to construct cattle cuts or pass bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the amount or diminish the grading of the road as hereafter described, and construct said cuts or bridges in manner permitted for the bridge, and the said cuts or bridges shall be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and



convenient for the traveler. In grading the road a grade  
 must be used in front of any dwelling house or  
 other building where an elevation is required, to leave  
 the side bank thereof nearest said building in the  
 best shape for plowing or a hard wall of the owner  
 of said building above so that, otherwise, so to slope  
 such side banks as to cause the least possible injury  
 to said building or the occupants thereof; provided  
 however where such passage ways cannot be made  
 safe and convenient by sloping as aforesaid, culverts  
 shall be constructed for that purpose. Whenever an  
 embankment is erected in front of a dwelling house or  
 other building, it must be constructed and sloped on  
 that side of the traveled way nearest said building in  
 such manner as to render the road safe without the in-  
 convenience for in such case no driving can be allowed and  
 in such manner as to leave all passage ways to and from  
 said building as perfect and as nearly in their present  
 shape as may be. Trees that have been planted or  
 raised beside the proposed traveled way by the owners  
 of land over which said location is made, whether  
 for the fruits they yield, or the shade and ornament  
 they furnish to the farms adjacent, are not to be  
 removed or injured unless the construction and safety  
 of the road absolutely require it; And it is further ordered  
 that all other roads crossing intersecting or connecting  
 with the road aforesaid be so raised or lowered and ex-  
 amined at the points of their said crossings intersection  
 or connection therewith as to render them perfectly safe  
 and convenient for the traveler. And it is further  
 ordered that the grading of the road aforesaid which  
 lies within the towns of Aquin and Wat Springfield be  
 so worked as not in any place to exceed the angles  
 of ascent or descent from a horizontal line hereafter  
 mentioned. The ascensionment is given in feet  
 and the descent parts of a foot. And said grading is  
 as follows to wit: From the place of termination to the  
 South end of the bridge over the Cyprian's River the  
 grade is to rise to exceed  $3\frac{1}{2}$  degrees from the North  
 end of the above mentioned bridge to the junction  
 with the Watfield road the grade is to rise as



December Meeting 1866

to exceed 25 degrees. The lines are near and the western side of the lay and the monuments are placed on the same side. In the opinion of the County Commissioners no person or parties are entitled to damages more or less incurred. And it is ordered that the aforesaid road be marked in a straight shaft and northward like manner and made hard and safe and convenient for the travellers to pass over with their teams horses and carriages and that it be made and completed by the towns of Lebanon and West Springfield or before the first day of November 1867 to the acceptance of the County Commissioners.

Col. Wright one of the County Commissioners being disqualified by reason of residence E. H. Bull of Holyoke was called as special commissioner and acted in his place.

A. H. Merrill } County  
Daniel G. Potter } Commissioners  
E. H. Bull } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

The County Treasurer is authorized to borrow the sum of County Treasurer authorized  
ten thousand dollars in anticipation of the County Tax and to borrow

Warrant ordered to be issued against the Inhabitants of County Dec 29 1866 Dec 31 Warrant issued  
Warrant of Habeas Corpus

1867 Jan 2. John W. Hunt Chester R. Chaffee of Springfield Overseers of the House  
and Sanford W. Kellogg of Southwick are appointed of Correction appointed  
overseers of the house of correction for the year ensuing  
The account of Charles R. Sudd County Treasurer is presented and allowed.



County Treasurer author 1867 Mar 31 The County Treasurer is authorized to borrow  
 and borrow the sum of Five Thousand Dollars additional for  
 disbursement of the county taxes

County Estimates Estimated Expense of the County of Hampden for the year  
 A.D. 1867 for which a tax is to be required

Payment of Taxes at the Several Courts	\$510
Services of Jurors	200
Officers of Court	950
Salary of County & Special Commissioners	1600
Land Damages	1100
Sheriff's Salary	250
Publication of Commissioners' Orders	400
Survey of Highways	300
Construction of road and settling accounts	3600
Expenses	1100

Jail & House of Correction	
Provisions	6600
Stationery	1000
Fuel & Lights	2300
Repairs & Buildings	200
Salaries at Jail & House of Correction	3300
Repairs " " " "	300
Instruction	300
Furniture	100
Quarantine Provisions	50
Medical Attendance	150

Court House	
Wages	700
Rent, Boards & Stationery	600
Repairs	1100
Fuel & Lights	400
Wages of Clerks	400
Salary of Sheriff	800
" " Treasurer	800
Expenses of Accounts	50
Legal Expenses	200



December Meeting 1866

Amount paid forward 2582.11  
 Comminal State 1300.00  
 County settled up for orders drawn and estimated  
 on Treasurer 2410.  
 5155.0

Deducting balance on Treasury December 31 1866 2500  
 Amount due from towns of Westfield, Greenfield  
 and Andover for construction of roads 475.0

Amount of tax raised for 8440.00

The Sum of Six hundred and eighty eight dollars is allowed for said damages  
 damages to lands taken on the location of highways and 866.8  
 the same is ordered to be paid from the County Treasury

Petition of Elipha Sargent & others  
 William A. Miller 820.00

Petition of Norman Adams & others  
 Isaac Brown add to allowance Dec 61 108.00  
 Rarer Rising 90.00

Petition of Elipha Shaw & others  
 David Wald 151.00  
 Grand W. Gardner 300.00  
 451.00

Sundry accounts against the County being now  
 presented for allowance the same amounting to  
 the sum of six thousand five hundred and sixteen  
 dollars and eighty cents are allowed and ordered to  
 be paid from the County Treasury

Accounts

The County Commissioners having viewed and carefully examined  
 throughout the highway in Westfield and said County located and ordered  
 upon the petition of S. S. Chase and others and having found  
 the same well made for travel, and completed according to the  
 order of the Commissioners the sum is by them accepted

Acceptance of highway  
 in Westfield on part of  
 S. S. Chase & co



Hampden SS March 20th 1864

Judgment is entered up according to reports & and  
all matters not filed before are ordered to be continued  
and this finding is performed without delay

Attest-

Geo. M. Clark



The Commonwealth of Massachusetts  
COUNTY OF HAMPDEN  
REGISTER OF DEEDS  
DONALD E. ASHE

HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



April Meeting 1867

Commonwealth of Massachusetts  
Hampden SS

Let a meeting of the County Commissioners  
begin and holden at Springfield within and for the  
County of Hampden on the second Tuesday of April  
being the ninth day of said month in the year  
of our Lord one thousand eight hundred and sixty  
seven.

Present: Ambrose W. Merrill Chairman  
Daniel S. Potter } County  
William M. Lewis } Commissioners

And by adjournment on the twenty fourth day of said  
month of April on the thirtieth day of May on the  
fourth day of June on the thirtieth day of June and  
on the twenty fourth day of June in the year of  
our Lord one thousand eight hundred and sixty seven

Present Daniel S. Potter } County  
William M. Lewis } Commissioners  
Baz } Special Commissioner

There being a vacancy in the board of County  
Commissioners

D. E. Hovey is licensed as an Insuror at Holland Securus

Lucas S. Moor is licensed as Insuror on the Lewis  
Block in Westfield.

On the twenty fourth day of April Ambrose W. Merrill Resignation of  
Ex Chairman of the County Commissioners having A. W. Merrill by  
removed from the Commonwealth his written Res. Comm's  
resignation is received by the other members of  
the board and is ordered to be placed on file. The  
board thereupon proceed to the choice of Chairman  
for the residue of the year and Daniel S. Potter  
being chosen.



Select men of Cheshire  
Pro for a Ferry

6

To the County Commissioners for the County of Hampden

Your petitioners humbly represent that the public convenience requires the maintenance of a foot-bridge across the Connecticut River near the north end of Cheshire Street so called at the point known as Jones Ferry. We therefore ask your honorable Board to grant to Phineas Steadman of Cheshire a license for repairing the said ferry and as in duty bound will ever pray

Cheshire November 27<sup>th</sup> 1865

Geo H Knapp } Selectmen of  
S L Southworth } Cheshire  
Charles S Stiles }

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County of Hampden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty five. And this petition was continued from meeting to meeting to the meeting of the County Commissioners holden on the first Tuesday of June in the year of our Lord one thousand eight hundred and sixty seven. And now it is ordered that said petition be dismissed.

Selectmen of West Springfield  
Pro for lowering highway  
under WRR in W Sp

9

To the County Commissioners of the County of Hampden

We your petitioners, Selectmen of West Springfield respectfully represent that the Western Rail Road crosses the highway from Springfield to Westfield near the house of John Q Smith in said town in a level direction, and that it is necessary for the security of the public that said highway should be lowered at said rail road crossing so as to pass under said rail road. We therefore pray your honorable board to order and examine said road and cause said Western Rail Road Corporation to lower said highway so as to pass under said



April Meeting 1867

rail road according to the law in such case  
made and provided. And as an duty board  
we ever pray

A D Bugg { Selectmen  
Aaron L. Hays { of  
Wm Smith West Springfield

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said county on the fifteenth day  
of March in the year of our Lord One thousand  
eight hundred and sixty six - And this petition  
was continued from meeting to meeting to this meeting  
and now it is ordered that said petition be dismissed

Commonwealth of Massachusetts  
Humboldt S.S.

William E. Heaneck  
Pet for a Jury.

30

To the Honorable board of County  
Commissioners within and for said County  
Respectfully represents William E. Heaneck  
of Palmer in said County that by the doings  
of said Commissioners he is aggrieved in that  
said Commissioners have altered the highway  
between the house of A. V. Blanchard in said  
Palmer and the cooling cropping so called  
and near to and fronting the premises of said  
Heaneck and cropping the same by tunneling  
under the track of the Western Rail Road Corporation  
and lowering the bed of the highway fronting  
his premises and his dwelling house about  
seven feet thereby greatly damaging his estate  
and premises. Wherefore your petitioner prays that  
he may have a jury to hear and determine  
and after such damages as they may decide  
your petitioner has or may sustain in  
the premises

Palmer December 1<sup>st</sup> 1866

William E. Heaneck



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield in said County of Hampshire on the first Monday of December in the year of our Lord One thousand eight hundred and sixty six - And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

John D. Smith  
Pet for a Hwy  
29

To the County Commissioners for the County of Hampshire  
Respectfully represents John D. Smith of West Springfield in said County that said Commissioners located certain alterations and bounds of a Highway in said West Springfield at a meeting of said Commissioners held on the ninth day of November in the year of our Lord One thousand eight hundred and sixty six, viz Beginning at a stone monument on the westerly side of the Highway, Westerly of the passage way beneath the Rail Road track to be described. Thence running North sixty four degrees East 358 feet to a stone monument and through land of Elipha Sibley then North  $2\frac{1}{2}^{\circ}$  East under said Rail Road track to a stone monument thence North  $76^{\circ}$  East 62 feet to a stone monument on or near the South line of the Highway and including the present highway on the East corner the bounds are set and the lines are run on the South easterly side of the road and the corner is located four rods wide at the beginning and three at the end with straight wide lines - And that a part of said alterations are made upon the land of your petitioner viz. The Homestead upon which he now lives in West Springfield and owned by him and the said mending and carrying into effect said alterations said Commissioners dug down and left standing a stump back in front of your



petitioner house situated on said Homestead and cut off his eyes and injured the said house and among the site of said Homestead and lessened the value of said Homestead and greatly damaged your petitioner and yet said Commissioners awarded him no damage caused by carrying into effect said alteration and said petitioner is aggrieved by said action of said Commissioners. Wherefore your petitioner prays your Honorable board that they issue a warrant for a Jury to assess him such damages as he may have sustained by reason of the above order of said Commissioners by carrying the same into effect.

Dec 25 1866

John D Smith  
By McFadden  
his Atty

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for the County of Hampden on the fourth Tuesday of December in the year of our Lord One thousand eight hundred and sixty six - And this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be refused -

In conformity with a resolve of the General Court passed at their present session May 8th 1867 granting apportioned a sum of Forty four thousand dollars for the County of Hampden the same is apportioned upon the several towns in said county in manner following

Agawam	1095. 13	Sudlow	632 71
Blanford	730. 09	Monson	1740 05
Brimfield	936. 95	Montgomery	219 03
Chester	657 08	Pulmer	1740. 05
Chicopee	4133. 86	Russell	304 21
Granville	742 26	Southwick	803 10
Holland	182 53	Springfield	17339 56
Holyoke	3370 58	Tolland	589 38
Longmeadow	1277 66	Wales	352 88



Wetfield 4282.19  
 West Springfield 1644.21  
 Waltham 1192.44  
\$4210.00

And warrants have been issued dated May 20 1867 directed to the Selectmen or supervisors of the several towns in the county directing them to apportion the same upon the inhabitants of their respective towns and requiring their collectors or constables to collect the same, and pay the same to Charles R. Ladd Esq County Treasurer or his successor or order by the last day of August ensuing as the law directs.

\$296  
 Sundry Damages

The sum of two hundred and ninety dollars is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County Treasury

Petition of Selectmen of Chicopee  
 Thomas McMahon \$30.00  
 Peter Sullivan 75.00  
 John Lippson & Charles French 20.00  
 D. T. A. Dennison 55.00  
 John Kennedy 35.00

Petition of Elijah Lombard  
 Elijah Lombard 75.00  
\$295.00

Accounts

4507.04

Sundry accounts against the County being now presented for allowance the same amounting to the sum of four thousand five hundred and seven dollars and more cents are allowed and ordered to be paid from the County Treasury

Wampatan S.S. June 24 1867

Judgment is entered up according to reports and all matters not acted upon are ordered to be continued and this meeting is adjourned until next day.

Attest Geo F. Merrill Clerk



June Meeting 1867

Commencement of Mapachewetts  
Campden S.S.

At a meeting of the County Commissioners begun  
and holden at Springfield within and for  
the County of Hampden on the fourth Tuesday  
of June being the twenty fifth day of said month  
and by adjournment on the eighth day of July  
on the fourteenth and nineteenth day of August  
on the fifth sixth thirteenth twentieth and  
twenty first days of September in the year  
of our Lord one thousand eight hundred and  
sixty seven

Present

Daniel G. Pitter (Chairman) County  
William H. Davis } Commissioners  
W. D. Bagg Special Commissioner

There being a vacancy on the board of County Commissioners

To the County Commissioners for the County of Hampden Marcus Moore Petitioner  
respectfully prays your petitioner Marcus Moore for a town way or  
of Chester in said County that goes lay as highway highway in Chester  
or town way from the main road leading from  
Chester to Needelfield near his house over the  
course formerly travelled from said highway  
to his said dwelling house — And your petitioner  
further represents that the Selectmen of said  
town have unreasonably refused to lay out said  
road and that your petitioner is aggrieved  
at said refusal —

Chester Nov 21 1866

Marcus Moore —

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the first  
Tuesday of October in the year of our Lord one thousand



Eight hundred and sixty six - and was continued to a meeting of said Commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty six - at which meeting the Commissioners, deeming a view of the premises expedient appointed Tuesday the second day of April then next and Twelve o'clock noon at the house of Marcus Moore in Chester as the time and place for viewing the premises, and caused a copy of said petition to be served upon the Clerk of the town of Chester being the town within which such Highway or Turnpike is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Weekly Republican a newspaper published in said County said posting and the last publication of said copy having been, fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view - And on the second day of April the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid on the second Tuesday<sup>April</sup> then next at which meeting the parties were heard and after the hearing said Commissioners adjourned to the ninth day of April then next & from time to time to the eighteenth day of July then next as being an adjournment from a regular meeting at which meeting a further consideration of the same was had and the Commissioners did adjudge that the prayer



June Meeting 1867

of the petition be granted and that as soon as may be located - as by the report in writing of said men and adjudication in file appear -  
Therefore said Commissioners appointed Tuesday the sixteenth day of September that next at one o'clock in the afternoon at the house of Marcus Moore in said Chester as the time and place when & where they would meet and proceed to locate town way - And the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made and as is by law in such case made and provided, before proceeding to read (except publishing and abstracts of said petitions instead of a copy thereof) on the said sixteenth day of September met and proceeded to locate as follows - Beginning at a small oak tree marked No Standing on the Eastern side of the old Chester & Middlefield turnpike or Middle Branch road, six links, Southerly of the South Eastern end of the Southerly wing wall of the old bridge abutment, then running across Middle Branch North sixty three and three quarter degrees East, seven rods and fifteen links to a Stone standing by the Southerly side of a wall the road for this course and distance is laid three rods wide then North seventy one degrees East fourteen rods to a Stone Monument bearing from the Southwesterly corner of Marcus Moore's Eastern burn, North seventy three degrees, East eighty seven links distant, the width of the location for the last course & distance is two rods wide. And now it is ordered that the said Town of Chester cause a bridge to be constructed across the stream on the first course & distance of the location, if not less than forty nine and a half feet span in the clear between the abutment walls & a new abutment wall be required on the Eastern side of the stream, which will



to be well founded and thoroughly built of good and suitable sized stones, and to conform in width and dimensions to the old abutments on the westerly side; which may be used in the construction of the said bridge. The superstructure is to be of similar construction in all respects except length which is to conform to the length of the span to the first bridge crossing the stream below this location. Sufficient grading will be required at either end of the bridge to make the same easy and safe for travel in either direction over said bridge, and that the same be made and constructed according to the requirements of this order and to the acceptance of the County Commissioners on or before the twelfth day of November next.

No person or Corporation appearing to claim damages and in the opinion of the County Commissioners none are entitled to damages none are awarded.

A. W. Merrick having resigned as County Commissioner Albert D. Buzz Special Commissioner was called and acted in his stead after his said designation.

{ D. D. Potter } County  
 { Wm. Lewis } Commissioner  
 { A. D. Buzz } Special Commissioner

All of which by the report of said Commissioner filed among the proceedings on the aforesaid petition fully appear, and now the said report being read and considered is accepted and the road established as and for a public highway.

William Sterner Pet. to the County Commissioners of the County of Campbell  
 pro town mayor of the petitioners in habitants of the town of Chester  
 Chester (29) in said County do respectfully represent that



June Meeting 1867

The public convenience requires a town road to be located within the following limits by beginning between the houses now occupied by John P. Brewsteridge in said Chester and the bridge crossing the river to Chester Depot thence in a northwesterly direction until it intersects the road leading from the house of Mrs H. S. Sargent to Middlefield, that the Selectmen of said Chester have been petitioned to locate said road but have refused to take any action on said petition. We therefore request of your honorable board to view said route and after viewing take such action as the public good requires —  
Chester December 6<sup>th</sup> 1866

William Sterling

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord One thousand Eight hundred and sixty six and was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampden  
The undersigned Selectmen of Chicopee  
Respectfully represent, that the part of the new Reprovider of highway road leading from the Chicopee Street under Chicopee Millstream road to Holyoke near the Connection  
river is not in a location, so that it can be maintained and kept in good condition for public use by any reasonable outlay. We therefore pray your Honorable Board to view the premises and make such changes as the public good requires —

William B. Pentecost  
Selectman of Chicopee



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand Eight hundred and sixty seven - And was continued to a meeting of said Commissioners holden on the thirteenth day of May then next, at which meeting the Commissioners deeming a view of the premises expedient appointed Thursday the thirteenth day of June then next and was effect in the afternoon at the house of Simeon B. Chapin in Chicopee as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the town of Chicopee being the town within which such location is proposed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three or more successively in the Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view And on the said thirteenth day of June the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid, on the first Tuesday of June then next at which meeting the parties were heard and after the hearing said Commissioners proceed to consider and adjudge upon the prayer of said



June Meeting 1867

petition and after considering the same  
said Commissioners did adjudge that the  
prayer of the petition be granted — As by  
the report on writing of said record and  
adjudication on file appears no person  
or corporation appearing to object and after  
adjudicating as aforesaid said Commissioners  
met and proceeded to locate as follows —  
Beginning at a Stone Monument by the westerly  
side of the highway leading from Chipew  
Center to Millboro and running thence  
North thirty nine and a quarter degrees  
West, Eleven hundred and thirty feet  
to a Stone monument, the line constituting  
the northerly boundary of the location  
which is made fifty feet wide thus far,  
and the southerly line is continued direct  
to the Connecticut River thence continuing  
the northerly line running North ten and  
one half degrees West forty nine feet to the  
center of a White pine tree; thence the same  
course two hundred and sixty feet to a Stone  
monument; thence the same course is  
continued to Connecticut River embracing  
as highway all the lands lying between the  
said Northerly & Southerly lines —  
And we do award and agree with Isaac  
B Chapin as damages for lands taken for said  
road the sum of fifty dollars as a full  
compensation for all damages, no other  
person or corporation appearing to claim  
damages and in the opinion of the  
Commissioners none are allowed —

A W Merrick having resigned as Commissioner  
to Bagg Special Commissioner was called and  
acted on his stand —

Ol Potter, Sargent  
Wm W. Smith, Commissioner

A D Bagg, Special Commissioner

All of which by the report of said Commissioners.



filed among the proceedings in the aforesaid petition fully appears and now the said report being read and considered is accepted — and the road established as and for a public highway —

It is ordered that there be allowed to the inhabitants of the town of Palmer towards the expenses of making the highway heretofore laid by the Commissioners upon the petition of C. A. Stone & others the sum of fifteen hundred dollars and that the same be paid from the County Treasury.

It is ordered that there be allowed to the inhabitants of the town of Holland towards the expenses of making the highway heretofore laid by the Commissioners upon the petition of Elijah Lombard & others the sum of five hundred and seventy five dollars and that the same be paid from the County Treasury —

It is ordered that there be allowed to Horace Hellenfr and damages to land taken for the highway located on the petition of Elijah Lombard & others the sum of twenty dollars in addition to the sum of fifty dollars heretofore allowed him as specified in the report of location upon said petition.

W. P. Felton is licensed as an innholder at the four mile house in Westfield Sept 6<sup>th</sup> 1864 —

The County Treasurer is authorized to borrow the sum of twelve thousand five hundred dollars in anticipation of the County taxes and give the note of the County therefor.

The sum of one hundred and seventy dollars is allowed for damages to land taken and the location of highways and the same is ordered to be paid from the County Treasury as follows —



Petition of Elipha Shattucks—  
Heirs of Herman Anderson

\$50.00

June Meeting 1867  
Said damages  
ordered June 1867

Petition of Selectmen of Otis  
In re B. Chapin

50.00

Petition of Elipha Shattucks  
Heirs of Herman

40.00  
\$140.00

Sundry accounts against the County being  
now presented for allowance the same  
amounting to the sum of one thousand four  
hundred and fourteen dollars and twenty  
three cents are allowed and ordered to be  
paid from the County Treasury—

Hampden SS September 21 1867

Judgment is entered as follows according to reports  
& and all matters not acted upon are ordered  
to be continued and this meeting is adjourned  
without day

Attest Wm. F. Mearns Clerk



Commonwealth of Massachusetts  
Hampden SS.

At a meeting of the County Commissioners begun and  
holden at Springfield within and for the County of  
Hampden on the first Tuesday of October being the first  
day of said Month to the second day of said month  
and by adjournments on the twenty fourth day of said  
month on the thirty first day of said month on the twelfth  
day of November from day to day to the fourteenth day of  
said month, and on the nineteenth day of said  
month to the twentieth day of said month and on the  
twenty second day of said month and on the <sup>fourth</sup> and  
twelfth days of December are the sum of our said One  
Thousand eight hundred and sixty seven

Present Daniel G Potter County

William McSwain } Commissioners

A D Barry Special Commissioner then

being a vacancy in the Board of County Commissioners

Daniel Gay of Hampden - Daniel Gay of Springfield in said  
petition of tax

10

To the Honorable the County Commissioners of the County  
County respectfully complains that on the — day  
of February last past he applied to the Board of  
Assessors of the City of Springfield for the abatement  
of a certain tax assessed against him a copy of  
which application is hereto annexed & that said  
Assessors have refused to make such abatement  
as appears by the certificate of the Chairman of  
said Board which is filed herewith Wherefor  
said Daniel Gay prays that said tax may be  
abated for the reasons set forth in his said applica-  
tion Dated at Springfield this Twelfth day of March  
A.D. 1866. Daniel Gay

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within



and for said County on the fourth Tuesday of December in the year of our Lord One thousand eight hundred and sixty six - And this petition was continued from meeting to meeting to this meeting And now it is ordered that said petition be dismissed -

To the Honorable the County Commissioners for the County of Hampshire, Respectfully represents Henry Alexander of Springfield in said County, that an assessment on his property lying in said Springfield on Main Street and extending Easterly therefrom to Market Street and bounded northerly by land of Joel Kendall and Southerly by premises lately occupied by Pyncheon & Co and others, in account of the Worthington Street Sewer in said Springfield was laid by the assessors of said Springfield to the amount of one hundred and Eighteen dollars and fifty five cents which assessment was laid in the winter of the year 1865 and 1866 Your petitioner avers that he applied to the assessors aforesaid to abate said tax for the reason that said assessment is excessive and inequitable and was not equitably and justly laid, and your petitioner is taxed more than his just proportion of that part of the cost of said Sewer which was to be assessed upon the owners of the Real Estate adjudged to be benefitted by said Sewer. And said assessors on this fourth day of April A.D. 1866 voted not to grant the petition of your petitioner and refused to abate said tax assessed as aforesaid on his property And your petitioner being aggrieved by the said refusal aforesaid assessors and because, as he avers said assessment was not equitably and justly laid and the same is excessive and inequitable, and he is taxed more than his just proportion of that part of the cost of said Sewer which was to be assessed upon the owners of the Real Estate adjudged to be benefitted by said Sewer complains to your Honorable Board and prays that said tax may be abated - Henry Alexander Jr By Will & Sons his Attys



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One Thousand eight hundred and sixty six - And this petition was continued from meeting to meeting to this meeting And now it is ordered that said petition be dismissed

Joel Rendall (Compt)  
 probate of tax  
 13

To the County Commissioners of the County of Hampden  
 Joel Rendall of Springfield in said County respectfully complains that he has been assessed by the assessors of said Springfield in the sum of sixty nine dollars and fifty four cents on real estate owned by him towards the expense of a sewer constructed by the City of Springfield through Northampton Street - That he is aggrieved by the amount so assessed, and on the sixteenth of March A.D. 1866 applied to said assessors for an abatement thereof and on the seven tenth day of said March said assessors refused to abate the same. Wherefore he prays that your Board will make such abatement

Springfield April 12 1866

Joel Rendall

By Maria M. M. M. M.

her atty

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One Thousand eight hundred and sixty six - And was continued from meeting to meeting to this meeting And now it is ordered that said petition be dismissed

The First National Bank  
 Compt probate of tax  
 14

To the County Commissioners of the County of Hampden  
 The First National Bank of Springfield respectfully complains that it has been assessed in the sum of Eighty two dollars and thirty five cents on real estate



by the assessor of the city of Springfield toward the expense,  
of a sewer constructed by the city of Springfield through  
Worthington Street that it is aggrieved by the amount  
so assessed and on the 16<sup>th</sup> day of March 1866 applied  
to said assessor for an abatement which said assessor  
on the 17<sup>th</sup> day of said March refused to grant said  
Burd therefore prays your Board to grant such  
abatement as shall be reasonable and proper —

The First National Bank of Springfield  
By Morris Winchester its Atty.

Springfield April 12<sup>th</sup> 1866

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield within  
and for said County on the second Tuesday of April  
in the year of our Lord One thousand eight hundred  
and sixty six And was continued from meeting  
to meeting And now it is ordered That said  
petition be dismissed

To the County Commissioners for the County of Hampden Henry Morris & Co  
Henry Morris Executor and Trustee under the will (Compt for abatement of the  
of Amel Phelps late of Springfield in said County 15  
deceased complains That the Estate of said Phelps  
has been assessed in the sum of Eighteen dollars &  
thirty cents upon real estate toward the expense  
of a sewer constructed by the City of Springfield  
through Worthington Street that he is aggrieved  
by said assessment and on the 16<sup>th</sup> March 1866  
applied to the assessor of said city to abate the  
same where to they on the 17<sup>th</sup> of said March refused  
to do Wherefore he asks your Board to abate the same  
Henry Morris  
Executor & Trustee

Springfield April 12 1866

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield within  
and for said County on the second Tuesday of April  
in the year of our Lord One thousand eight hundred and



and was continued from meeting to meeting to this meeting. And now it is ordered that said petition be dismissed.

E. S. Edwards (Comptroller  
abatement of tax).  
16

To the Hon. the County Commissioners of the County of Hampden  
Respectfully represents Emma S. Edwards of Springfield  
in said County that she applied by her petition to  
the Board of Assessors of said Springfield for the  
abatement of a tax assessed to her upon certain  
real estate belonging to her & situate in Springfield  
as by a copy of said petition hereto  
annexed fully appears that said assessors on  
the sixteenth day of April A.D. 1866 refused to make  
such abatement & that she is aggrieved by such refusal  
of said assessors. Wherefore she complains to your Honor-  
able Board & prays that said tax may be abated  
for the reasons set forth in said petition.  
Springfield April 16 1866

E. S. Edwards  
By W. S. Smith

her atty -

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the second Tuesday of April  
in the year of our Lord One thousand eight hundred  
and sixty six And was continued from meeting to  
meeting to this meeting And now it is ordered  
that said petition be dismissed -

W<sup>m</sup> Monroal (Comptroller  
abatement of tax).  
17

To the Hon. the County Commissioners of the County of Hampden  
Respectfully represents William Monroal of Troy City  
in the state of New Jersey that he applied by his  
petition to the Board of Assessors of the City of Springfield  
in said County for the abatement of a tax assessed  
to him upon certain real estate belonging to him  
& situate in said Springfield, as by a copy of his  
said petition hereto annexed fully appears -



October meeting 1867

That said assessors on the sixteenth day of April 1866 refused to make such abatement & that he is aggrieved by said refusal of said assessors therefore he complains to your Honorable Board & prays that said tax may be abated for the reasons set forth in said petition

Springfield April 16 1866

William Monegal  
By W. S. Smith his atty

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Thursday of April in the year of our Lord One thousand eight hundred and sixty six And was continued from meeting to meeting to this meeting And now it is ordered that said petition be dismissed

To the Hon. The County Commissioners of the County of Hampden  
Respectfully represents William S. Wilcox & John P. Wilcox for abatement of tax  
both of Springfield in said County that they applied by their petition to the Board of Assessors of said Springfield for the abatement of a tax assessed to them upon certain real estate belonging to them & situate in said Springfield as by a copy of their said petition hereto annexed fully appears that said assessors on the sixteenth day of April A.D. 1866 refused to make such abatement & that they are aggrieved by said refusal of said assessors Therefore they complain to your Honorable Board & pray that said tax so assessed to them may be abated for the reasons set forth in said petition

Springfield April 16 1866

W. S. Wilcox  
J. P. Wilcox  
By W. S. Smith their atty

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield



within and for said County on the second Tuesday of April in the year of our Lord One thousand eight hundred and sixty six And was continued from meeting to meeting to this meeting And now it is ordered, that said petition be dismissed

Henry Fuller Jr Com  
for abatement of tax

19

To the Hon the County Commissioners of the County of Hampshire  
Respectfully represents Henry Fuller Jr of Springfield in said County that he applied by his petition to the Board of Assessors of the City of Springfield for the abatement of a tax assessed, to him upon five parcels of real estate belonging to him & situate in said Springfield as by a copy of said petition hereto annexed fully appears that said assessors on the sixteenth day of April A D 1866 refused to make such abatement & that he is aggrieved by said refusal of said assessors Wherefore he complains to your Honorable Board and prays that said tax may be abated for the reasons set forth in said petition

Springfield April 16 1866

Henry Fuller Jr  
By Wm S Smith his atty -

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One thousand eight hundred and sixty six And was continued from meeting to meeting to this meeting And now it is ordered, that said petition be dismissed

John Madden  
(Compt for abatement of  
tax) 20

To the Hon the County Commissioners of the County of Hampshire  
Respectfully represents John Madden of Springfield in said County that he applied by his petition to the Board of Assessors of said Springfield for the abatement of a tax assessed to him upon certain real estate belonging to him & situate in said



October Meeting 1867

Springfield as by a copy of said petition hereto  
annexed fully appears that said assessors on the  
sixteenth day of April A.D. 1866 refused to make  
such abatement & that he is aggrieved by said  
refusal of said assessors - Wherefore he complains  
to your Honorable Board & prays said tax so  
assessed to him may be abated for the reasons set  
forth in said petition.

Springfield April 16. 1866

John Madden

By M. S. Smith

his atty -

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
Vt. and for said County on the second Tuesday  
of April in the year of our Lord One thousand eight hundred  
and sixty six - And as continued from meeting  
to meeting to this meeting And now it is ordered  
that said petition be dismissed -

To the Hon. The County Commissioners of the County of Hampden  
Respectfully represents Justin Semberd, Henry Semberd, Comfort Semberd  
Charlotte Semberd Frances Semberd Margaret Semberd of  
all of Springfield in said County Josiah Borden  
of Boston Helen B. Angell of New York City Henry  
L. Burtwell of Brooklyn N.Y. & John S. Burtwell  
of San Francisco California, that they applied  
by their petition to the Board of Assessors of the  
City of Springfield for the abatement of a certain  
tax assessed to them upon certain real estate  
belonging to them & situate in said Springfield  
as by a copy of said petition hereto annexed  
fully appears that said assessors on the sixteenth  
day of April A.D. 1866 refused to make such  
abatement & that they are aggrieved by said refusal  
of said assessors - Wherefore they complain to your  
Honorable Board & pray that said tax so assessed  
to them upon said real estate may be abated -



The foregoing petition was entered at a meeting of  
The County Commissioners holden at Springfield in said  
County on the second Tuesday of April in the year  
four and One thousand eight hundred and sixty six  
And was continued from meeting to meeting to this  
meeting And now it is ordered that said petition  
be dismissed

W D Whitney & Co To The County Commissioners of The County of Hampden  
for a new highway petition The undersigned citizens of Southwick respectfully represent  
of highway in Southwick That the public convenience requires that a highway  
be laid out commencing near the house of J H Bacon  
in Southwick, thence easterly over near the  
present private road to the road leading from  
Lucius Bacon's to A M Johnson Thence easterly  
to the house of Jehu Rising thence easterly to the  
house of John F Hollister and, Abraham Rising  
and intersecting the Westfield road near the house  
of B B Bacon in Southwick. We therefore petition  
your honorably body to view the premises and lay  
out a new highway from J H Bacon to house of  
J Rising and make such alterations and changes  
in location and order such specific repairs from  
house of Jehu Rising to house of B B Bacon as you  
may think the public wants requires

W D Whitney & Co

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the First Tuesday of October  
in the year of our Lord one thousand eight hundred and  
sixty six And was continued from meeting to meeting  
to the meeting of said Commissioners holden on  
the fourth Tuesday of June in the year of our Lord  
One thousand eight hundred and sixty seven At  
which meeting the Commissioners deeming a view  
of the premises expedient appointed Monday the  
twelfth day of August then next and did there  
act in the premises at the house of J H Bacon



and instructed as the time and place for receiving the  
 petitioners and caused a copy of said petition to be  
 read upon the board of the town of Southwick being the time  
 within which such highway is prayed for, thirty days  
 at least before the time appointed for said view and  
 also caused abstracts of said petition containing the  
 substance thereof to be posted in two public places in  
 said town; and also gave notice to all persons  
 interested by causing a copy of said petition to be pub-  
 lished three weeks successively in the Westfield News,  
 better a newspaper published in said county, said  
 posting and the last publication of said copy being  
 been fourteen days at least before the time appointed  
 for said view and before said view was had said  
 Commissioners gave notice in like manner as  
 described and the praying notice of the petition to  
 all persons interested of the time and place for commencing  
 said view. And on the said twelfth day of  
 August the Commissioners met at the time and  
 place appointed and proceeded to view the premises  
 and having viewed the same the further consideration  
 thereof was deferred till the next regular adjourned  
 meeting of the Commissioners, held at Springfield  
 on the fourteenth day of August then next  
 at which meeting said Commissioners proceeded to consider  
 and adjudge upon the prayer of said petition and  
 after considering the same said Commissioners did adjudge  
 that the prayer of the petition be granted, and by the  
 report and writing of said view and adjunction on file  
 appearing. Whereupon said Commissioners appointed  
 Tuesday the seventeenth day of September then next and  
 ten o'clock and the forenoon at the house of J. H. Bacon in  
 said Southwick as the time and place when and where  
 they should meet and proceed to locate said highway  
 and the said Commissioners having given notice of  
 the adjunction and the time and place appointed  
 for said location in the same manner as the  
 notice and publication are given and made under  
 a by law in such case made, and provided, before  
 proceeding to said except publishing and abstract of  
 said petition existed of a copy thereof on the said seventeenth



day of September met and proceeded to locate as follows  
 to wit: Beginning at a Stone Monument standing at  
 the E. side of <sup>S.W.</sup> corner or called at a point one foot  
 southerly of a point in range of the north body corner of  
 D. Deit-Sambson's Quelling House sixty two and a half  
 feet thence then running over land of D. Deit-  
 Sambson South thirty eight and one third degrees East  
 two hundred and sixty six feet to a stone; then South  
 fifty one degrees East three hundred, and forty five feet  
 to a Stone; then South thirty seven and three quarter  
 degrees West fifty feet to a Stone; then South two  
 and a quarter degrees East sixty six feet to a Stone;  
 then South twelve & three quarter degrees West one  
 hundred and eight feet to a Stone; then South  
 ten and one half degrees East two hundred and fifty  
 five feet to a Stone; then South two and a half degrees  
 West two hundred and thirty two feet to a Stone; then  
 South thirteen and a half degrees East two hundred  
 and thirty six feet to a Stone; then South twenty four  
 degrees East one hundred and forty nine feet to a Stone;  
 then South eight degrees East one hundred and  
 seventy four feet on said Sambson's land and two  
 hundred and seventeen feet on R. H. Kellogg's land to a  
 Stone; then South twenty degrees East two hundred  
 and forty feet to a Stone; then South twenty three and a  
 half degrees East one hundred and forty two feet to a  
 Stone; then South forty four and a half degrees East  
 sixty six feet to a Stone; then South seventy four  
 degrees East two hundred and fifty two feet to a Stone;  
 then South sixty seven and a half degrees East sixty  
 one feet to a Stone; then South thirty five degrees East  
 one hundred and fifty feet to a Stone; then South thirteen  
 and a half degrees East three hundred and three  
 feet to a Stone; then South twenty nine degrees East  
 sixty five feet to a Stone; then South sixty eight and  
 two thirds degrees East three hundred and ninety  
 feet to a Stone or line between R. H. Kellogg & John P. S.  
 Johnson; then over land of said Johnson South  
 sixty five degrees East three hundred and thirty  
 feet to a Stone; then South seventy five and one  
 sixth degrees East seventy six feet over said Johnson's



October Meeting 1867

land and fifty square feet across the road to a Stone  
monument standing on the Eastern side of the road  
from Lucia & Buccina to A. W. Johnson's. The line cor-  
ners and the bounds are set out on the Southern or right  
hand side of the location and the same is laid  
three rods wide - And now it is ordered that the said  
Town of Southwick cause the road aforesaid which is within  
the limits of the said Town of Southwick to be well made,  
and completed in the most faithful and workmanlike  
manner and as follows to wit: The said road must be  
thoroughly plowed, where plowing is practicable, and  
be thoroughly cleared of stones, stumps and roots. The top  
soil where it is unsuitable for making a hard and  
permanent road must be removed out of the traveled  
way, or may be used in its replacement, if it be so placed  
as not to be within twelve inches of the surface of the  
road when finished. Where the materials within  
the traveled part of the road are unsuitable for making  
a hard and durable road and the subsoil under  
the same is of a loamy or clayey character a top  
covering of at least 10 inches of good gravel or some  
other good material (the best that can be obtained  
in the vicinity whether within or without the location  
of the road) will be required over the whole width of  
14 feet for the traveled part of the road. Where the subsoil  
is sand, the said traveled part of the road after being  
properly graded must be uniformly covered over its  
whole width with a coat of loam four inches thick, and  
afterwards with a top covering of eight inches of good  
gravel, or some other good material spread evenly over  
its whole surface. Said road must be judiciously crowned  
from the exterior of the sides of the traveled part thereof  
to its center to the height of 10 inches. And the traveled  
part thereof must be raised to the width of 14 feet exclusive  
of the side slopes and of the ditches; so that carriages and  
teams may pass with safety and convenience over any  
and every part of the 14 feet aforesaid. The said traveled  
part of the road may be raised nearly upon the present  
traveled path by widening upon the uphill side of the  
same. And when finished the grade must not in any  
part exceed that of said traveled path and in no part to



exceed  $24^{\circ} 30'$  except near its angles, which must be sufficiently rounded so as to render its turnings as gradual and easy as possible. In grading the road care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 14 feet as aforesaid and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty five degrees or less and one half foot slope to one foot run to be measured longitudinally with the base or chord line of the curve of the road; they must be worked parallel with the center line of the traveled part of the road without unnecessary curvature in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road sides. Over swamps or meadow land where the road is made by embankment and as liable from its weight to settle or sink through the mud the side ditch will in no instance be all over, as the grade of hills where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose granular sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot run. Said road must be firmly and substantially built, where running as necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles not less in any part than four inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter and embedded in the earth or concrete not less than three feet and not more than twelve



feet distant from each other from center to center. When the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts at least one foot in length in such manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splitting. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good band wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be graded sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with said 14 feet for the traveled part of the road. When the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the surface thereof being perpendicular to the road and be graded to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty four feet free of all obstruction for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material with a top covering



of not less than twelve inches of good gravel or some other  
 good material, and a covering of the road of 10 inches in  
 addition; except the span of the arch or arches of a bridge,  
 each need three feet in the clear, when it may be  
 covered with good chestnut or white oak three inch planks.  
 Whenever a bridge is covered with plank, the top of the  
 planking must be at grade, and a stool of chestnut  
 timber ten inches on the bottom and inside and sloping  
 to eight inches on the outside thereof must be firmly im-  
 bedded upon each side of the bridge for securing the  
 edges of the plank against any injury from wheeling  
 their passage to and from said bridge. All bridges  
 must be made 16 feet long measured at right angles with  
 the direction of the road and be substantially and  
 properly united to the height of three feet and to the  
 width of not less than 13 feet between the railings clear  
 of all obstruction a bridge twenty feet long in the clear  
 between the abutment walls and six feet high in clear  
 from the bed of the brook will be required over the stream  
 which passes Swanton Saw Mill on the second course of  
 distance. All necessary sluiceways must be made  
 16 feet long and be measured in the same manner with  
 good firm straight stone sides or abutments not less than  
 two feet apart and 18 inches high and be covered with  
 the same material with a top covering of not less than  
 twelve inches of good gravel or some other good material  
 and the road over said sluiceways must be covered  
 10 inches in addition. Sluiceways will be required at  
 distances of not less than twenty rods apart on all side  
 hill sections of the road bed and often where it may  
 appear necessary to convey the water across the same.  
 The owners of land over which said road is located  
 retain the legal right to construct cattle cutovers  
 or farm bridges across and underneath the road for  
 their accommodation and convenience provided  
 they do not thereby increase the ascent or descent in  
 the grading of the road as hereafter described and  
 construct said cutovers or bridges in manner provided  
 for the bridge; and the said cutovers when placed in  
 must forever after be maintained by such owners, their  
 heirs or assigns in good repair and in such condition



October Meeting 1867

as to render them safe and convenient for the  
traveler. In grading the road aforesaid care must  
be used in front of any dwelling house or other  
building where an excavation is required to  
leave the side bank thereof nearest said building  
in the best shape for placing in a bank wall of the  
corner of said building shall so select otherwise  
so to slope such side bank as to cause the least  
possible injury to said building or the appurtenances  
thereof, provided however where such purpose  
ways cannot be made safe and convenient  
by sloping as aforesaid cuttings shall be constructed  
so for that purpose. Whenever an embankment  
is decided in front of a dwelling house or other  
building, it must be constructed and sloped  
in that side of the traveled way nearest said  
building in such manner as to render the  
road safe without the aid of railing for in such  
case no railing can be allowed) and in such  
manner as to leave all purpose ways to and from  
said building as perfect and as nearly in their  
present shape as may be. Trees that have been  
planted or reared beside the proposed traveled  
way by the owners of land over which said  
location is made whether for the fruits they  
yield, or the shade and ornament they furnish  
to the farms adjacent, are not to be removed or  
injured unless the construction and safety of the  
road absolutely require it. And it is further  
ordered that all other roads crossings, intersecting  
or connecting with the road aforesaid so  
raised or lowered and so widened at the  
points of their said crossings intersections  
or connections there with as to render them  
perfectly safe and convenient for the traveler.  
And it is further ordered that the grading of  
the road aforesaid which is within the town  
of Southwick be so worked as not in any  
place to exceed the angles of ascent or  
descent of four and a half degrees in  
any part thereof. The County Commissioners



having heard all persons and corporations  
interested in relation to damages who expressed  
a desire to be heard thereon, consider and  
adjudge that the sum of two hundred and  
twenty eight dollars be paid to F. Benit Lamborn  
\$228.00 And the sum of two hundred and thirty  
two dollars be paid to R. H. Kellogg \$232.00 And  
the sum of fifty dollars be paid to Amos W. Johnson  
\$50.00 All in full compensation for all damages  
they will sustain in consequence of the aforesaid  
location of highway. No other persons or corporations  
in the opinion of the Commissioners being entitled  
to damages, none are awarded. The several  
owners of land over which said highway is  
located are allowed until the first day of November  
A.D. 1867 to remove their timber fences and trees there  
from. And it is directed that said town of South-  
mead cause said road to be completed according  
to the foregoing order and to the acceptance  
of the County Commissioners on or before the  
fifteenth day of June A.D. 1868. A. N. Merrick,  
having resigned as County Commissioner  
Albert D. Bugg, Special Commissioner was  
called and acted in his stead Daniel Potter  
one of the County Commissioners acted with but  
disagreeing to the adjudication of the board  
declined signing this order.

Wm W. Lewis } County Commissioner

A. D. Bugg } Special Commissioner

All of which by the report of said Commissioners  
filed among the proceedings on the aforesaid  
petition fully appears. And now the said report  
being read and considered is accepted and the  
road established as and for a public highway.

Rhoda A. Fuller To the Hon. the County Commissioners of the County of Hampshire  
for damages Springfield Respectfully represents Rhoda A. Fuller of  
Springfield in said County that she was on the  
Highway to Springfield



third day of May A.D. 1866 and for many years  
 before had been and still is seized and poss-  
 sessed as if of a certain tract of land lying in  
 said Springfield and bounded; Northerly and  
 Westerly by the road leading from Springfield  
 to Chicopees Southerly by land of Mr & E. S. Chapin in  
 part and partly by land of William Birnie and  
 Easterly by land of Mr & E. S. Chapin and that she and  
 all those whose estate she has in said land with  
 the appearances, had, and from the time when of  
 the memory of man runneth not to the contrary were  
 used and entitled to have a certain Water Course  
 known as North Brook otherwise called End Brook  
 run to and through said land - And by the one  
 hundred and eighteenth chapter of the acts of the  
 General Court of Massachusetts passed in the year  
 of our Lord 1866 the Springfield Aqueduct Company  
 a corporation established by law at said Springfield  
 was authorized to erect a dam across said North  
 Brook at a point on said brook above the land of  
 your petitioner and to take and hold all the water  
 which may run into said brook above said dam  
 and to take and hold all the water which may run  
 into said brook above said dam, and to take the  
 lands necessary for laying and maintaining the pipes  
 to conduct the water from said dam and from the  
 pond or reservoir raised thereby to some convenient  
 place - on Chestnut Street, and thence convey & distribute  
 the same through the City of Springfield, And the  
 said Aqueduct Company under and by virtue of  
 said Act of the General <sup>Court</sup> heretofore to wit & pursuant  
 the third day of May A.D. 1866 took the water which  
 runs into and may run into said North Brook at a  
 point above the land of your petitioner, by means  
 of a dam erected across said Brook and also took  
 a strip of the lands of your petitioner as set out with  
 and extending from land of Mr & E. S. Chapin on the  
 one side to North Street on the other as contained of  
 fourteen hundred feet more or less for laying or  
 maintaining the pipes to conduct the water from said  
 dam and from the pond and reservoir raised thereby



to some convenient place on Chestnut Street By said act of the General Court it is provided that all damages sustained by any person or corporation by taking water or land as aforesaid shall be ascertained determined and recovered in the manner now provided by law in case of lands taken from highways And your petitioner says that she has for many years past used and still resides upon her said land that she has sustained great damage by the taking of said water and said land as aforesaid that said water as offflowed in its natural channel over and through her said land was of great value to her both for use and ornament and is now wholly lost to her And by the taking thereof her said land has been greatly injured in value for sale and has been made far less agreeable, attractive and valuable as a place of residence and that the land taken as aforesaid was an important and valuable part of her land and that she has sustained great loss and damage by the taking thereof as aforesaid and she prays your Honorable body that by due proceedings and after such notice to said Springfield Aqueduct Company as shall seem proper the damages sustained by your petitioner in the premises may be ascertained and determined by you

Springfield March 29 1867

Rhoda A. Fuller

by A. S. Sibley Atty

The foregoing petition was entered at a meeting of the County Commissioners held on the first Monday of December in the year of our Lord One thousand eight hundred at sixty six and by adjournment to a meeting of said Commissioners held on the thirteenth day of March in the year of our Lord One thousand eight hundred and sixty seven and this petition was further continued from meeting to meeting to a meeting of the said Commissioners held on the thirteenth of November then next At which time the plaintiff appeared by her attorney A. S. Sibley and the Defendants appeared by the attorney W. A. Leonard And the Commissioners met and proceeded to hear the parties and having heard their several allegations proofs and arguments



October Meeting 1867

and duly considered the same made return of their report which is as follows: They do agree and determine that the said Phoebe A. Butler shall recover of the said Springfield Aqueduct Company the sum of Seventeen Hundred Dollars the same being in full for all damages she will sustain in consequence of the taking of the water of the said North End Pond as set forth in the petition aforesaid and also in full for all damages she will sustain in consequence of the taking of a strip of land as described in the petition aforesaid. Whereby a vacancy in the board of County Commissioners Albert D. Bagg Special Commissioner was called and acted in his stead.

Manuel W. Potter } County  
 Wm W. Lewis } Commissioners  
 A. D. Bagg } Special Commissioner

The undersigned Selectmen of Aquinnon respectfully represent that the road leading from the School House in district No 3 in said town to the Steam Ferry in Aquinnon is in a dangerous condition in consequence of the encroachments of the Connecticut River and that the public convenience & necessity require that the said road should be repaired by widening or by locating and discontinuing on the portions of said road as your honorable body may deem proper and your petitioners respectfully request your board to visit said premises and take such action as you may think the public convenience requires or in duty bound we ever pray.

James H. Deane & others

Aquinnon June 3 1867

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord One thousand eight hundred and sixty seven and was continued to a meeting of said Commissioners held on the fourth Tuesday of June then next At which meeting the Commissioners during



a view of the premises represented appointed Friday  
 the fifth day of July then next and one o'clock in the  
 afternoon at the house of Melbur Wils on in Ayer  
 as the time and place for viewing the premises; and  
 caused a copy of said petition to be served upon the  
 clerk of the town of Ayer, being the town within  
 which said highway was proposed for, thirty days  
 at least before the time appointed for said view; and  
 also caused abstracts of said petition containing the  
 substance thereof to be posted in two public places in  
 said town; and also gave notice to all persons interested  
 by causing a copy of said petition to be published three  
 weeks successively in the Springfield Daily Republican,  
 a newspaper published in said County, said posting  
 and the last publication of said copy having been  
 fourteen days at least before the time appointed for  
 said view; and before said view was had said  
 Commissioners gave notice in like manner as  
 described in the foregoing notice of the petition to all  
 persons interested, of the time and place for commencing  
 said view and on the said fifth day of July the Commissioners  
 met at the time and place appointed and proceeded to view  
 the premises and having arrived the same the further  
 consideration thereof was deferred till the eighth day  
 of July then next at which meeting the parties were heard  
 and after the hearing, said Commissioners proceed to  
 consider and adjudge upon the prayer of said  
 petition and after considering the same said Commission-  
 ers did adjudge that the prayer of the petition be granted  
 as by the report or finding of said view and adjunction  
 in full appear. Whereupon said Commissioners appointed  
 Thursday the twenty second day of August then next  
 and ten o'clock in the forenoon at the house of  
 John Butler in said town as the time and place  
 when and where they would meet and proceed  
 to locate said highway and the said Commissioners  
 having given notice of the adjunction and the time  
 and place appointed for location in the same manner  
 as the notice and publication was given and made  
 and as is by law in such cases made and provided  
 before proceeding to view (except publishing and abstracts



October Meeting 1867

of said petition instead of a copy thereof) on the  
said twenty second day of August met and proceeded  
to locate as follows to wit: Beginning at a Stone Monument  
standing on the Western side of the Connecticut River and  
at a point two feet East of the North East corner  
of Thomas Sinters Dwelling House in range of the  
Northern end. Then running North twenty four  
and a half degrees East running partly on said  
Sinters land and partly on the highway two hundred  
and thirty four feet to a Stone on line between  
said Sinter and heirs of Chauncy Purchase land.  
Then over land of said Purchase heirs & then  
Bakers North thirty eight and three fourths  
degrees East and hundred and seven feet to a  
Stone twenty five feet from the South East corner  
of John Bakers Dwelling House and range of the  
Southern end. Then North forty three and one third  
degrees East on said Bakers & Pines Hays land  
two hundred and eighty seven feet to a Stone mon-  
ument on the Western side of the aforesaid Con-  
necticut River road & the lines are run and the boundary  
are set on the Western side of the location and  
the highway embraces all the land lying between  
the lines as run and the Connecticut River. And  
now it is ordered that the said Town of Aquinnon cause  
the road aforesaid which is within the limits of the  
said Town of Aquinnon to be worked, made and completed  
in the most judicious & workmanlike manner, and as  
follows to wit: The said road must be thoroughly  
ploughed where ploughing is practicable and be  
thoroughly cleared of stones stumps and roots. The  
top soil, where it is unsuitable for making a hard  
and permanent road must be removed out of the  
travelled way, or may be used in embankment if it  
be so placed as not to be within twelve inches of  
the surface of the road when finished. Where the  
materials within the travelled part of the road are  
unsuitable for making a hard and durable road  
and the subsoil under the same is of a loamy or  
clayey character, a top covering of at least 12 inches  
of good gravel or some other good material (Bakers



that can be obtained in the vicinity whether within or without. The location of the road will be regulated over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand the sand traveled part of the road after being properly graded must be uniformly covered over its whole width with a coat of coarse fine sand or loam three inches thick and afterwards with a top covering of eight inches of good gravel or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be widened to the width of 16 feet exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The traveled part of the road must be so graded so that the center shall not exceed 25 feet nor less than 20 feet from the next line except at the ends parallel to its location without any regard to the additional width laid out for materials in constructing the road except near its angles which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations, and no inclines can in any case of ascent or descent in the direction of the road be allowed of greater magnitude than three degrees. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 16 feet as aforesaid and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the line or chord line of the crown of the road; they must be so graded parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side over a surface or meadow land where the road is made by road makers.



and is liable from its weight to settle or sink through the road. The side ditch will in no instance be allowed. On the sides of hills where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned from the edge of the incline slope of the ditch on the uphill side to the center and from thence to the incline or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding fifty per degrees; where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railled where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight hardsome chestnut poles, not less in any part than four inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls stones two feet high above the face of the road and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts at least one foot in length in such manner that the chamfered faces will fit and lie close together with the iron bolts aforesaid passing directly through the center of said joining or splicing, or a stone wall built in a substantial and workmanlike manner, two and a half



feet high above the face of the road, not less than  
 two feet in thickness at its base and fifteen inches  
 at its top, and placed on a good hard wall  
 may be substituted for the railing aforesaid. In  
 all places where it is necessary to have railings  
 the road if constructed of earth slopes must be  
 worked sufficiently wide to allow the posts which  
 support said railing to be firmly and properly  
 placed in the embankment with the  
 exterior or inside thereof not less than 2 feet  
 within the edge of the slope of the embankment  
 and without in any manner obstructing or  
 interfering with said 16 feet for the traveled part of  
 the road. Where the sides of embankments are  
 constructed or secured with substantial well laid  
 stone walls instead of the earth slopes before  
 mentioned (and where the materials can be obtain-  
 ed at a reasonable expense this kind of structure  
 will be required) said walls must be buttressed  
 towards the embankment from a perpendicular  
 plane at the rate of two inches to one foot  
 in height the inner face thereof being perpendicular.  
 The road need be worked to no greater width  
 than twenty four feet on the top or face of the  
 embankment, to furnish a firm support to the  
 railing and the twenty feet clear of all obstruction  
 for the traveled part of the road as aforesaid. All  
 bridges must be constructed with substantial well  
 laid stone abutments and be covered with the same  
 material with a top covering of not less than twelve  
 inches of good gravel or some other good material  
 and a crowning of the road of 12 inches in addition  
 except the span of the arch or arches of a bridge each  
 exceed three feet in the clear, when it may be  
 covered with good chestnut or white oak three  
 inch plank. Whenever a bridge is covered with plank  
 the top of the planking must be at grade, and  
 a stick of chestnut timber ten inches on the bottom  
 and inside and sloping to eight inches on the  
 outside thereof must be firmly embedded upon each  
 side of the bridge for securing the edges of the plank



against any injury from wheels in their passage  
to and from said bridge. All bridges must be  
made 18 feet long measured at right angles  
with the direction of the road and be substantially  
and properly built to the height of three feet  
and to the width of not less than 16 feet between  
the railings clear of all obstructions. All necessary  
drainage must be made of the same  
length as the bridge and be measured in the  
same manner with good firm straight stone  
sides or abutments not less than two feet apart  
and 20 inches high, and be covered with the  
same material with a top covering of not less  
than twelve inches of good gravel or some  
other good materials and the road over said  
drainage must be crowned 12 inches in  
addition. The owners of land over which said  
road is located retain the legal right to  
construct cattle culverts or farm bridges across  
and underneath the road for their accommo-  
dation and convenience provided they do not  
thereby increase the ascent or descent in the  
grading of the road as hereafter described  
and construct said culverts or bridges in  
manner prescribed for the bridge, and the  
said culverts when placed in must forever after  
be maintained by such owners, their heirs or  
assigns, in good repair and in such condition  
as to render them safe and convenient for the  
traveler. In grading the road as aforesaid care must  
be used in front of any dwelling house or other  
building where an excavation is required, to  
leave the side bank thereof nearest said building  
in the best shape for placing in a bank wall  
if the owner of said building shall so elect,  
otherwise so to slope such side bank as to  
cause the least possible injury to said building  
or the appurtenances thereof; provided however  
when such passage ways cannot be made  
safe and convenient by sloping as aforesaid,  
culverts shall be constructed for that purpose.



Whenever an embankment is erected in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passages ways to and from said buildings as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therein, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Ayer be so settled as not in any place to exceed the angles of ascent or descent from a horizontal line heretofore mentioned. In view of the undermining of the present highway by the encroachments or washing of the Connecticut River it is further ordered that the town of Ayer cause to be constructed opposite the house lot of John Baker in said town a distance of sixteen rods and five tenths on the shore of the river and on the easterly line of the Old Highway a retaining wall or by spiling and planking either of which must be well founded and sufficient to withstand the action of the water and protect the embankment of the highway from washing or by sloping the embankment at an angle of one and one half horizontal to one perpendicular foot properly prepared and filled by inserting water willow sufficiently thick to serve as a



October Meeting 1867

protection as above described when grown -  
 The Commissioners having heard all parties in reference  
 to damage that appeared a desire to be heard do  
 adjudge and award for land Taster To Thomas Seister  
 the sum of Fifty dollars \$50.00. To the heirs of Chauncey  
 Perkins seventy five dollars \$75.00 To John Parker three  
 hundred dollars. To Timothy Hays One hundred and twenty  
 five dollars \$125.00 No other person or corporation appearing  
 to claim damage and in the opinion of the Commissioners  
 none are entitled to damages were are awarded  
 And now it is ordered that the Town of Assenon  
 cause to be constructed the aforesaid highway  
 as located also the protection to the Embankment  
 as described all in a good and workmanlike manner  
 and to the acceptance of the County Commissioners on  
 or before the first day of January 1868 - W. M. Merrick  
 having resigned as County Commissioner Ad Buggy  
 Special Commissioner was called and acted in  
 his stead -

D. G. Potter 2 County

W. M. Merrick Commissioners

Ad Buggy Special Commissioner

All of which by the report of said Commissioner fully  
 avowing the proceedings on the aforesaid petition fully  
 appearing And now the said report being read and  
 considered is accepted and the road established as  
 and for a public highway -

To the County Commissioners of the County of Hampshire  
 The undersigned Selectmen of the Town of West Springfield filed Pet for discontinuance  
 in accordance with the vote of the inhabitants of said of highway in West Springfield  
 Town at a Town meeting held on the Eighth day of  
 of March 1867 that the Selectmen petition the  
 County Commissioners to discontinue that part of the  
 Highway laid by the County Commissioners on the  
 petition of James M. Bean and others leading from  
 front Street so called in West Springfield to the Springfield  
 Road near the house of William Melcher To the  
 pray your Honorable Board would view the premises  
 and take such action as the public good may require  
 West Springfield Aug 7 1867

Selectmen of West Springfield  
 149



Claron L. Hoays } Selectmen  
 Hump. Bugg }  
 Wm. Bond } West Springfield

The following petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord One thousand eight hundred and sixty seven and was continued from meeting to meeting to this meeting and now at the request of the said Petitioner the said Petition is dismissed —

Acceptance of Highway  
 in Palmer in Pet of  
 C. B. Stevens rate

The County Commissioners having viewed and carefully examined throughout the highway in Palmer in said County located and ordered upon the petition of C. B. Stevens others and having found the same well made constructed and completed according to the order of the Commissioners thereon is by them accepted —

Acceptance of Highway  
 in Chicopee in Pet of  
 Selectmen of Chicopee

The County Commissioners having viewed and carefully examined throughout the highway in Chicopee in said County located and ordered upon the petition of Selectmen of Chicopee and having found the same well made constructed and completed according to the order of the Commissioners thereon, is by them accepted —

Said Damages  
 \$550.00

The sum of Five hundred and fifty dollars is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County Treasury — Petition of Selectmen of Ayer

Thomas Senter	\$50.00
Rec'd of Ameyl Parker	75.00
John Butler	300.00
Timothy Hough	125.00
	\$550.00

Settling accounts against the County being now presented for allowance the same amounting the sum of four thousand three hundred and eighty seven dollars and fifty cents are allowed and ordered to be paid from the County Treasury —



October Meeting 1867

Hampden p. December 12 1867

Adjournment is entered upon accordingly  
respects to and all matters introduced upon and  
entered to be continued and this meeting is adjourned  
without day

Attest

Geo. M. Mous

Clerk



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty fourth day of said month and by adjournment on the twenty sixth day of said month and by adjournment on the twenty sixth day of said month to the twenty second day of said month in the year of Our Lord one thousand eight hundred and sixty seven

Present Daniel G. Potter Esq } County

William M. Lewis } Commissioners

A. D. Bangs Esq Special Commissioner

There being a vacancy in the Board of County Commissioners

And by adjournment on the first day of January to the second day of said month on the fifteenth day of said month to the sixteenth day of said month on the eighteenth day of February on the eleventh and the twenty fourth day of March in the year of our Lord one thousand eight hundred and sixty eight.

Present Daniel G. Potter Esquire }

William M. Lewis } County

Phineas Steedman } Commissioners

Phineas Steedman Esquire of Chicopee having been declared by the Board of examiners elected County Commissioners for the County of Hampden and having been duly sworn appeared on said first day of January, and the Board consisting of Daniel G. Potter William M. Lewis, and Phineas Steedman proceeded to the choice of Chairman The whole number of votes cast is three of which Daniel G. Potter Esquire has two and is chosen chairman of the Board for the year ensuing.

James S. Allen Pet  
for alter. & new high-  
way in Wilbraham  
Minnick Palmer

The undersigned respectfully represent that the road leading from Collins depot in Wilbraham to the dwelling house of Allen Hastings in Palmer is badly, and hard to be kept in repair and cannot be graded without great and disproportionate



tionate expenses, and that a new road partly in said Wil-  
braham and in said Monson should be located and built  
around said hills; former petitions, and the adjudica-  
tions thereon having been defeated as your petitioners  
believe by selfish and corrupt influences and against  
the public good. Your petitioners therefore pray that your  
Honorable Board would again view said road, locate the  
same anew, and pass such orders thereon as the public  
good requires.

Dec. 1866 James G. Allen & others

The foregoing petition was entered at a meeting of the Coun-  
ty Commissioners holden at Springfield within and  
for said County on the 4<sup>th</sup> Tuesday of December in the  
year of our Lord 1866. At which meeting the Commis-  
sioners, deeming a view of the premises expedient, appoin-  
ted Wednesday, the twentieth day of March then next  
and nine o'clock in the forenoon, at the Antique Store  
in Palmer as the time and place for viewing the premises,  
and caused a copy of said petition to be served upon the  
clerks of the towns of Wilbraham Monson & Palmer,  
being the towns within which such alteration & location  
of highway was prayed for, thirty days at least before the  
time appointed for said view; and also caused abstracts  
of said petition, containing the substance thereof to be  
posted in two public places in said towns, and also gave  
notice to all persons interested by causing a copy of said  
petition to be published three weeks successively in the  
Springfield Republican a newspaper published in said Coun-  
ty, said posting and the last publication of said copy having  
been fourteen days at least before the time appointed for said  
view; and before said view was had, said Commission-  
ers gave notice in like manner as described in the for-  
going notice of the petition, to all persons interested, of the  
time and place for commencing said view. And on the  
said twentieth day of March the Commissioners met at the  
time and place appointed, and proceeded to view the premises,  
and having viewed the <sup>same</sup> and heard the parties, and  
after the hearing, said Commissioners then & there  
proceed to consider and adjudicate upon the prayer  
of said petition, and after considering the same, said



Commissioners did adjudge that the prayer of the petition be granted and after adjudicating as aforesaid, said Commissioners appointed Thursday the nineteenth day of May then next and nine o'clock in the forenoon, at the Antigua House in said Palmer as the time and place when and where they would meet and proceed to locate said alteration of Highway and the said Commissioners having given notice of the adjudication and the time and place aforesaid for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said nineteenth day of May and by adjournment, to the fourth Tuesday of June and from time to time to the first Tuesday in October when said Commissioners met and proceeded to locate as follows to wit.

**Beginning relocation** and new location of highway on the North side of the old road at a Stone monument marked H. standing by the South Westerly corner of Abraham Dore's garden and running thence on said North side of the old road South seventy nine degrees East, four hundred and seven feet to Stone monument on the North side of the old road nearly opposite the dwelling house of Dickinson A. Calkins the old road being relocated sixty six feet wide. Thence leaving the old road and running South forty five degrees East, two hundred and two feet inland of said Calkins to a Stone marked H. The highway on this course at its commencement being sixty six feet wide but narrowing to fifty feet at the distance of sixty feet from the beginning. Thence South forty six degrees East, one hundred feet to a Stone. Thence South sixty five degrees East, one hundred feet to a Stone. Thence South eighty four and a half degrees East two hundred and fifty four feet to a Stone by a wall by land of the heirs of Marcus W. Phares. Thence North seventy four degrees East, four hundred and thirty four feet to a Stone standing on the East line of a lot. Thence North twenty six and three quarters degrees East, one hundred and fifty two feet to a Stone on land of George H. Calkins. Thence for except as otherwise described, the location is fifty feet wide. Thence North seventy five degrees East, partly over land of said Calkins and partly over the old highway, four hundred and twenty five feet to a Stone monument marked H. standing on the North side of the old highway at a point



eight feet Westerly of the range of the West side of the school house on Dist. No 8 in Palms. The location is due to eighty six (86) feet at this point. Then North eighty six and a quarter degrees East, on the Northerly side of the old highway, five hundred feet to a stone monument on the Northerly side of the highway, nearly opposite the house of George H. Perkins. Continuing eighty six feet wide. The lines are all run and the bounds are set on the Northerly side of the foregoing highway.

And now it is ordered that the said town of Wilbraham Monson and Palms cause the road aforesaid which is within the limits of the said town of Wilbraham Monson and Palms to be worked, made, and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stumps, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a Loamy or Clayey character, a top covering of at least 10 inches of good gravel or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the side of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches: so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. Two thirds of the width of the new location of the said traveled part of the road



must be worked below the center of, and parallel to its location, without any regard to the additional width laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulation, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees or two and one half feet slope to one foot rise, to be measured horizontally by with the former chord line of the crown of the road: they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the material are of a loamy or adhesive character, must be made at an angle not exceeding forty five degrees: where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially packed, where packing is necessary for the safety and convenience of the traveler: the packing must consist of straight hardsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to staves or chestnut



December Meeting 1867

posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than two feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joining or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chumfering the joining ends of each of said poles or joints, at least one foot in length, in such manner that the chumfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment on the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without in any manner obstructing or interfering with 18 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable cost) this kind of structure will be required, said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular to the road, and the road must be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road, as aforesaid. All bridges must be constructed with substantial, well laid stone



abutments, and be covered with the same material, with  
 a top covering of not less than twelve inches of good gravel  
 or some other good material, and a crowning of the road  
 of 12 inches in addition: except the span of the arch or arches of  
 a bridge, each exceed three feet in the clear, when it may be  
 covered with good chestnut or white oak, three inch plank.  
 Whenever a bridge is covered with plank the top of the planking  
 must be at grade, and a stick of chestnut timber ten inches in  
 the bottom and inside and sloping to eight inches on the out-  
 side thereof must be firmly embedded upon each side of the  
 bridge for securing the edges of the plank against any injury  
 from wheels in their passage to and from said bridge. All bridges  
 must be made twenty two feet long, measured at right  
 angles with the direction of the road, and be substantially and  
 properly raised to the height of three feet, and to the width of  
 not less than 18 feet between the railing clear of all obstructions.  
 All necessary drainways must be made of the same length as the  
 bridge, and be measured in the same manner, with good, firm,  
 straight stone sides, or abutments not less than two feet apart,  
 and 18 inches high, and be covered with the same material,  
 with a top covering of not less than twelve inches of good  
 gravel or some other good material, and the road over  
 said drainways must be crowned 12 inches in addition.  
 The owner of land over which said road is located, retains  
 the legal right to construct cattle culverts, or farm bridges  
 across and underneath the road for their accommodation and  
 convenience, provided they do not thereby increase the ascent  
 or descent in the grading of the road, as hereafter described,  
 and construct said culverts or bridges in manner presented  
 for the bridge; and the said culverts when placed in must  
 forever after be maintained by such owners, their heirs  
 or assigns, in good repair, and in such condition as to  
 render them safe and convenient for the traveler. Impro-  
 ving the road aforesaid, care must be used in front of  
 any dwelling house or other building where excavation is  
 required, to leave the side bank thereof nearest said building,  
 in the best shape for placing in a bank wall if the owner of  
 said building shall so elect, otherwise as to slope such side  
 bank as to cause the least possible injury to said building  
 or the appurtenances thereto: provided, however, when such  
 passage ways cannot be made safe and convenient by



December Meeting 1867

sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing. (for in such case no railing can be allowed) and in such manner as to leave all passages ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or raised beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town aforesaid be so worked as not in any place to exceed the amount of ascent or descent from a horizontal line hereafter mentioned. The grade stakes which are numbered are set on the southerly side of the old road bed which is ordered repaired, at the distance of 100 feet apart; and nearly in the center of the proposed road bed in the new location of highway except at the angles. And the center of the old road bed opposite the grade stakes and the surface of the ground by side of the grade stakes on the new location are the points of admeasurement for ascertaining the amount of excavation or embankment and the crowning of 12 inches required by their order is in all cases to be considered as placed on or above said points of admeasurement. The admeasurement is from in feet and the decimal parts of a foot. And said grading is as follows, to wit: The road bed is required to be widened, and straightened at a point opposite the Western Rail Road embankment wall, Easterly of Collins Depot in the town of Wilbraham, and on either side of the Miles Bent Bridge; the road bed is to be raised and



uniform for the distance of one hundred feet in either direction from said bridge. And the first culvert Easterly of the Waterway Trough is required to be lengthened four feet at the westerly end. The Shepard hill so called at or near the junction of the Silver street road being partly in said Willbrouken and partly in Palmon is required to be graded as follows - to wit - at a point 100 feet Easterly of the first culvert Westerly of the junction of said Silver street road, a fill of 4.5 feet is required at a point 200 feet Easterly of said culvert fill, 5 feet at a point 300 feet from said culvert cut 1.5, and at a point 400 feet Easterly of said culvert cut 5.5 feet - and the grade must be made uniform from the aforesaid culvert to a point, in the center of the road bed which is at grade, 500 feet Easterly of the culvert aforesaid. And when completed no part of the said grade must exceed three and a half degrees. From the last named point 500 feet Easterly of said culvert to Station No. 17 the road is to be put in a thorough state of repair at Station 17, which is 300 feet Westerly of a marked Maple tree near Sta No 20 being the Easterly tree in the row of trees in front of D. A. Balkins house. grade, at Sta. 18 fill 2.5 feet at Sta. 19, cut 2 feet at Station 20 which is at a point 47 feet from N.E. corner of Ell of D. A. Balkins house measuring in range of Easterly side of a marked Maple tree. grade, at Sta. 21 cut 1 foot at Sta. 22 fill 1 foot at Sta. 23 grade at Sta. 24 grade at Sta. 25 grade at Sta. 26 fill 1 foot at Sta. 27 cut 1 foot at Stations 28, 29 & 30 grade, at Sta. 31 fill 1.5 feet at Sta. 32 cut 1.5 feet at Stations 33, 34, 35, 36, 37, 38, 39 & 40 grade at Sta. 41 fill 2 feet at Sta. 42 fill 3 feet at Sta. 43 fill 4 ft at Sta. 44 fill 2.7 feet at Sta. 45 grade at Sta. 46 cut 2 feet, at Sta. 47 cut 2.5. At Sta. 48 cut 3.5 feet at Sta. 49 cut 2 feet at Sta. 50 grade from Stations 50 to 53 grade at a point centrally between Stations 55 and 56 a cut of two feet will be required upon the apex of the hill. And the grade is to be made uniform from the bottom of road cut to a point one hundred feet Westerly, and two hundred feet Easterly of the same, at Stations 58 & 59 grade at Sta. 60 fill 1 foot at Sta. 61 cut 1 foot at Sta. 62 cut 3 feet at Station 63 cut 2.2 at Sta. 64 grade at Sta. 65 fill 3 feet at Sta. 66 fill 2.5 at Station 67 grade. From Station 67 which is over the Westerly wall of



December Meeting 1867

The Culvert Easternly of and at the foot of Thayer's Hill to the Dwelling House of Abram Hartings in said Palmer. The traveled part of the road is to be so repaired that the same shall be in a thorough state of repair - And it is further ordered that in repairing the road bed from stations 37 to 40 the culvert between 38 & 39 must be widened on the Northerly end and the bed of the road is to be widened to conform thereto. And the inclinations on the traveled part of the road when completed are to be as follows - to wit from Stations 17 to 18  $2^{\circ} 45'$  ascending, from 18 to 19  $4^{\circ}$  from 19 to 20  $3^{\circ} 15'$  from 20 to 21  $45'$  from 21 to 22  $15'$  descending from 22 to 23  $1^{\circ} 15'$  ascending from 23 to 24  $45'$  from 24 to 25 nearly level from 25 to 26  $2^{\circ} 15'$  descending from 26 to 27 nearly level from 27 to 28  $45'$  descending from 28 to 29  $2^{\circ}$  from 29 to 30 nearly level from 30 to 31  $2^{\circ} 30'$  from 31 to 32  $45'$  from 32 to 33  $1^{\circ} 30'$  from 33 to 34  $30'$  from 34 to 35  $1^{\circ} 45'$  from 35 to 36  $2^{\circ} 15'$  from 36 to 37  $1^{\circ} 45'$  from 37 to 38  $2^{\circ}$  from 38 to 39  $45'$  from Stations 30 to 39 inclusive the grade is descending, from 39 to 40  $45'$  from 40 to a point 50 feet easterly  $45'$  from thence to 41  $2^{\circ} 30'$  from 41 to 42  $2^{\circ} 30'$  from 42 to 43  $3^{\circ} 30'$  from 43 to 44  $3^{\circ} 45'$  from 44 to 45  $4^{\circ} 45'$  from 45 to 46  $4^{\circ} 15'$  from 46 to 47  $4^{\circ} 15'$  from 47 to 48  $3^{\circ} 30'$  from 48 to 49  $4^{\circ} 30'$  from 49 to 50  $3^{\circ} 15'$  from 50 to a point 50 feet easterly of 54 the grade is to be equal to the present grade from thence to a point 50 feet East of 57 the grade to be as heretofore described from thence to 59 same as or equal to old road from 59 to 60  $1^{\circ}$  ascending from 60 to 61  $2^{\circ} 45'$  from 61 to 62  $3^{\circ} 40'$  from 62 to 63  $2^{\circ}$  from 63 to 64  $3^{\circ} 45'$  from 64 to 65  $4^{\circ} 30'$  from 65 to 66  $4^{\circ}$  from 66 to 67  $5^{\circ} 40'$ . The Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of three hundred and thirty eight dollars <sup>(\\$338.00)</sup> be paid to Dickinson & Calkins and the sum of two hundred and ninety six <sup>(\\$296.00)</sup> be paid to the heirs of Maria M. Thayer, and the sum of two hundred dollars <sup>(\\$200.00)</sup> be paid to George H. Calkins. All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons or corporations in the opinion of the Commissioners being entitled to damage none are awarded. The owners of land on which said highway is located are allowed until the first day of April A.D. 1868 to remove their fence timber.



and trees there from - And it is directed by the Commissioners that said towns of Willimantic, Woonsocket & Palmyra cause the foregoing directed repairing and construction of highway which is within their respective towns to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of August A.D. 1867 - A. W. McKinck having resigned as County Commissioners and Daniel J. Potter of Woonsocket being disqualified, Edwin H. Ball and Albert D. Bagg Special Commissioners were called and acted in their stead.

Wm M. Lewis } County  
E. H. Ball } Commissioners  
A. D. Bagg } Special

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted and the road established as and for a public highway.

F. E. Foot Pet for alter  
of highway in Westfield  
35

To the Hon. the County Commissioners of the County of Hampden The undersigned inhabitants of Westfield in said County of Hampden respectfully represent that the highway in said Westfield leading from the Store of Doct. George Andrews to the top of Clay Hill at the point of intersection between the Cabot & Southampton roads is crooked & a portion of it hilly & that the public convenience requires alterations <sup>in the</sup> same - They therefore pray that you would proceed to view & after due proceedings had, make alterations in the same.

Feb. 25. 1867 F. E. Foot & Others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4<sup>th</sup> Tuesday of Dec in the year of our Lord 1866. At which meeting the Commissioners deeming a view of the premises expedient, appointed Thursday, the eleventh day of April then next and eleven o'clock in the forenoon at the Foster Room in said Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the Town of Westfield being



the town within which alterations was prayed for thirty days  
 at least before the time appointed for said view; and also caused  
 abstracts of said petition containing the substance thereof to be  
 posted in two public places in said town; and also caused  
 abstracts of said petition containing the substance thereof to be  
 posted in two public places in said town; and also gave notice  
 to all persons interested by causing a copy of said petition to be  
 published three weeks successively in the Westfield News Letter  
 a newspaper published in said County, said posting and  
 the last publication of said copy having been fourteen days  
 at least before the time appointed for said view; and before  
 said view was had, said Commissioners gave notice in  
 like manner as described in the foregoing notice of the  
 petition, to all persons interested, of the time and place  
 for commencing said view. And on the said eleventh day  
 of April the Commissioners met at the time and place  
 appointed, and proceeded to view the premises and heard  
 the parties, and after the hearing, said Commissioners  
 proceed to consider and adjudicate upon the prayer of  
 said petition, and after considering the same, said  
 Commissioners did adjudge that the prayer of the pe-  
 tition be granted and after adjudicating as aforesaid,  
 said Commissioners appointed Tuesday the thirteenth  
 day of August then next and nine o'clock in the fore-  
 noon, at the Foster House in said Westfield as the time  
 and place when and where they would meet and  
 proceed to locate said alterations and the said Commis-  
 sioners having given notice of the adjunction and the time  
 and place appointed for locating as aforesaid in the  
 same manner as the notice and publication was given  
 and made, and as is by law in such case made and  
 provided, before proceeding to view (except publishing an  
 abstract of said petition instead of a copy thereof,) on the  
 said thirteenth day of August met and proceeded to  
 locate as follows - to wit - Beginning the first alteration  
 of location at a stone monument on the Westerly line  
 of Elm Street, standing by land of the heirs of Herman  
 Fickett, and running thence North thirty eight  
 degrees East eighty two and one half feet to a stone  
 monument on the line between said heirs land,  
 and land of William C. Adams; thence North thirty



five and three quarters degrees East, sixty seven feet to a stone fence post in said Calman's stout fence. The foregoing alteration is an additional width to the highway as located by report of County Commissioners dated Jan 19<sup>th</sup>, 1868.

Beginning the second alteration of location at a stone monument standing fifteen feet Northwardly of the North bank of Sackett's Brook, and North twenty six and one half degrees East of, and eight feet eight inches distant from the center of an Elm tree on the North bank of said Brook; and running thence North fourteen degrees twenty five minutes east, two hundred and twenty five feet to a stone monument the highway on this course being located forty two feet in width; thence North twenty one degree fifty minutes east, fifty four feet to a stone monument; thence North thirty eight degrees East twenty feet; the location on the last two courses being also forty two feet in width; thence North fifty eight and a half degrees East, two hundred and seventy three feet to a stone monument the location being widened to ninety feet at the termination of this course; thence North fifty two and one half degrees East two hundred and twenty six feet to a stone monument by land of Franklin Brass; the location diminishing to fifty seven feet in width at the termination of the last course, the given line constituting the westerly side of the highway as located up Clay Hill. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of Fifty dollars be paid to George Sackett and Herman Sackett. Experience Sackett has an estate for a term of years or for life in the property on which the aforesaid sum \$50.00 is allowed and the same is subject to the Provision of Chap. 43 Sec 17 Gen Statutes.

And the sum of Twenty five dollars (\$25.00) to Wintthrop Waller  
And the sum of Ten dollars (\$10.00) to Franklin Brass, All in full compensation for all damages they will sustain in consequence of the aforesaid alterations of the highway aforesaid - William Calman having released damages: no other persons or corporations in the opinion of the Commissioners being entitled to damage sum are awarded.  
The several owners of land over which said locations



December Meeting 1867

are made are allowed until the fifteenth day of April A.D. 1868 to remove their fences then from — A. H. Mernick having resigned as County Commissioner — Albert D. Bagge Special Commissioner was called and acted in his stead.

Daniel H. Potter } County  
Wm. M. Lewis } Commissioners  
A. D. Bagge } Special  
Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners of the County of Hampden.  
The undersigned Citizens of Monson and Palmer —  
humbly represent that the highway leading from Monson Center to Palmer Depot in Palmer, is out of repair being in many places flat, sandy, rough, some points needing to be straightened & that portion of the road north easterly of the Hay Bridge so called being narrow, flat, & rough, and in times of high water being impassable by reason of the depth of water and obstructions by ice. Therefore your petitioners pray that you at your earliest convenience, view said road from the Post Office Building in Monson to the Public House of E. B. Shaw in Palmer and cause such improvements by hardening, straightening raising & bridging as in your judgment the public necessity requires.

Monson June 11<sup>th</sup> 1867 Albert Norcross and others

Albert Norcross Pet for  
Specific repairs of  
Highway in Monson  
& Palmer

49

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 4<sup>th</sup> Tuesday of June in the year of our Lord 1867. At which meeting the Commissioners a view of the premises expedient, appointed Tuesday, the twentieth day of August then next and eight o'clock in the forenoon, at the Antigua House in Palmer as the time and place for viewing the premises: and caused a copy of said petition to be served upon the Clerk



of the town of Monson & Palmer being the town within which such alteration and improvements are prayed for, thirty days at least before the time appointed for said view, and also cause abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view, And on the said twentieth day of August the commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same, and heard the parties, said commissioners then & there proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that the common convenience and necessity require that the prayer of the petition be granted, and after adjudicating as aforesaid, said commissioners appointed Tuesday the eighth day of October then next and eight o'clock in the forenoon, at the Antiqua House in said Palmer as the time and place when and where they would meet and proceed to locate such alterations and improvements and the said commissioners having given notice of their adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said eighth day of October met and proceeded to locate as follows, to wit:

And now it is ordered that the turnpike of Monson and Palmer cause the road aforesaid which is within the limits of the said towns, to be constructed so that the same shall be in a thorough state of repair, and in accordance with the following direction - to wit: The traveled part of the said highway between the Antiqua House and the house of E. M. Stacy in Palmer which is flat, so that the water is liable to stand on the said traveled part, must be



so constructed by crossing, that the surface water will  
 pass directly to the side ditches - That part of said highway  
 between the house of E. M. Stacy and the bridge across the  
 Chicopee river, is to be reconstructed and repaired as  
 follows - to wit - Beginning at Station No. 1 which is at a  
 point in the bed of the road ten feet easterly of the range of  
 the easterly end of the aforesaid Stacey's house at grade. At  
 station No. 2 fill one foot, at No. 3 fill one foot, from station  
 No. 3 to No. 9 grade, at Sta. 10 cut 5 feet, at Sta. 11 cut 3.4  
 feet, at Sta. 12 grade, at Sta. 13 fill 1.8 feet, at Sta. 14 fill  
 1 foot, at stations 15, 16 and 17 fill one and  $\frac{1}{2}$  feet at  
 station 18 fill 1 foot at stations 19 and 20 fill 1.5 feet at  
 Sta. 21 fill  $1\frac{1}{2}$  feet, at planking of the bridge grade, and  
 the grade of the last described part of the road bed when  
 completed is to be as follows from Sta. No. 1 to 2,  $3^{\circ}45'$  des-  
 cending from Sta. 2 to 3  $2^{\circ}05'$  from Sta. 3 to 4,  $45'$  descending  
 from station No. 4 to 9 the grade is to be the same as the  
 present grade, from station No. 9 to 14  $2^{\circ}05'$  descending,  
 from Sta. No. 14 to 15,  $45'$  from 15 to 21 nearly level from  
 No. 21 to the top of planking of the bridge across Chicopee  
 River  $3^{\circ}30'$  ascending. A bridge will be required between  
 stations 13 and 14 of at least six feet span between the  
 abutment walls and as high in the clear as may be  
 and not interfere with the grade of the road - The abut-  
 ment walls of said bridge are to be well founded and  
 to be constructed of stone of suitable size and form, and  
 to be not less than five feet thick, at the bottom and two  
 and a half feet thick at the top and be protected by suitable  
 wing walls. The walls are to be of suitable length for the bridge  
 which when completed is to be 20 feet wide in the clear, the  
 covering of the bridge is to be of stone or a stone arch bridge  
 may be built in place of the aforesaid bridge. An iron  
 bridge will be required across the Chicopee River to be constructed  
 jointly by the aforesaid towns of Thomson and Palmer.  
 Said bridge is to be of a single span, of not less than  
 seventy five feet in the clear between the abutment walls,  
 and to be of the same height in the clear as the present  
 bridge. The pier in the center of the stream is to be  
 removed so as to afford a clear passage for the water  
 for the entire length of the span. The abutment walls  
 are to be built upon a secure foundation, of stone



of suitable size and form the walls are to be not less than  
 eight feet thick at the bottom and five feet thick at the  
 top and be protected by suitable wing walls the whole to be  
 laid in the most substantial and workman like manner -  
 the bridge when completed is to be twenty feet wide in the clear  
 the road bed at and for some distance Northwesterly of the  
 junction of the Blanchardville road in Monroeville is to be  
 widened on the Westerly side and be substantially raised -  
 The culvert next Northwesterly of the Dwelling house of Henry  
 S. Ward is to be rebuilt three feet wide by five feet high in  
 the clear and the grade of the road is to be made uniform  
 from a point one hundred feet Northwesterly of said culvert  
 to the top of the same, and also from the top of the culvert  
 Southwesterly to a point on range of the Northwesterly end of Henry  
 S. Ward's house. The hill Southwesterly of Willard Leaches Dwelling  
 house is to be cut so that the grade shall be made uniform  
 from a point in the center of the road bed opposite the  
 north side of the front door way of said Leaches house to a point  
 ninety feet Southwesterly of the same and the earth taken from the  
 excavation is to be placed in the bed of the road near the foot of  
 the hill Southwesterly so as to make the grade of the hill more  
 uniform the Culvert in front of the office of Albert Horner is  
 to be rebuilt and also the next Southwesterly of said Horner  
 residence and Joshua Stacey's residence. The second or  
 large Culvert Southwesterly of said Stacey's residence is to be  
 lengthened four feet at the Westerly end and the grade  
 is to be made uniform for the distance of one hundred and  
 fifty feet in either direction from the top of said Culvert  
 The road bed upon the corner in front of the Dwelling house  
 of Albert Horner is to be widened five feet at a point op-  
 posite of, and westerly of, a white Oak stump with an iron  
 spike driven in the center, and the road bed is to be widened  
 on the Westerly side so that the curve in either direction from  
 said point shall be a regular curve. The culvert next  
 Southwesterly of the dwelling house of Daniel Foshits is to be rebuilt.  
 The bank wall in front of the Rockwood House nearly op-  
 posite the Linnell is to be moved Westerly seven feet and the  
 road bed is to be moved Westerly to correspond therewith and  
 the grade when completed must not exceed that of the  
 present road. All of the traveled parts of the aforesaid high-  
 way which is in the town of Monroeville is to be laid out and



not sandy is required to be thoroughly worked and covered to the height of at least 15 inches exclusive of the ditches. And all that part of said highway which is sandy will require a covering of some good hardening material at least ten inches in thickness: all side ditches are to be so constructed as to convey the water directly to the culverts, so that no water shall stand in the ditches by the road side. All culverts are to be constructed of stone and to be of suitable size to convey all of the accumulating water at their several places of location and to be thoroughly and substantially built. All side slopes are to be made not less than one horizontal to one perpendicular foot. The road bed when completed is to be in no part less than twenty feet wide exclusive of the ditches: so as to be safe and convenient for travel over every part of the twenty feet aforesaid and no part of the road bed is to be made narrower than the present road bed.

All materials used in the construction of the aforesaid highway must be well adapted to the purposes to which they are applied. And all the work is to be done in a thorough skillful and workmanlike manner And to the acceptance of the County Commissioners on or before the first day of September A.D. 1868. A. W. Merrick having resigned as County Commissioner and Daniel G. Potter being disqualified to act as such, Edwin H. Ball and Albert D. Bagby Special Commissioners were called and acted in their stead

Wm M. Lewis	County Commissioner Special Commissioners
A. D. Bagby	
E. H. Ball	

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted and the road established as and for a public highway

To the Hon County Commissioner of the County of Sullivan of New Hampshire The undersigned Selectmen of Chichester represent that the public convenience requires the

Selectmen of Chichester  
Pet for alter of High-  
way in Chichester



relaying of the road from the Town line near the Eagle  
Harrow, or called to the junction of Carter street - and  
South Street in Chicago and we pray your Hon. Board  
to view the premises and take such action as the public  
good requires.

Chicago Aug 5 1867. W<sup>m</sup> R. Kentfield and others

The foregoing petition was entered at a meeting of the  
County Commissioners held at Springfield within and  
for said County on the 4<sup>th</sup> Tuesday of June in the year  
of our Lord 1867. At which meeting the Commissioners,  
deeming a view of the premises expedient, appointed Tues-  
day, the first day of October then next and two o'clock in  
the afternoon, at the Chicago House in Chicago, as the  
time and place for viewing the premises; and caused a  
copy of said petition to be served upon the clerk of the town  
of Chicago being the town within which such relocation was  
prayed for thirty days at least before the time appointed  
for said view; and also caused abstracts of said petition  
containing the substance thereof, to be posted in two pub-  
lic places in said town; and also gave notice to all persons  
interested by causing a copy of said petition to be pub-  
lished three weeks successively in the Springfield Daily  
Union a newspaper published in said County, said  
posting and the last publication of said copy, having  
been fourteen days at least before the time appointed  
for said view; and before said view was had, said  
Commissioners gave notice in like manner as described in  
the foregoing notice of the petition, to all person inter-  
ested, of the time and place for commencing said view.

And on the said first day of October the Commissioners  
met at the time and place appointed, and proceeded to  
view the premises, and having viewed the same and  
heard the parties, and after the hearing said Commission-  
ers proceed to consider and adjudicate upon the prayer  
of said petition, and after considering the same, said  
Commissioners did adjudge that the prayer of the petition  
be granted, and after adjudicating as aforesaid, said  
Commissioners appointed Wednesday the sixth day of  
November then next and two o'clock in the afternoon, at  
the Chicago House in said Chicago as the time



December Meeting 1867

and place when and where they would meet and proceed to relocate as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for the relocation, in the same manner as the notice and publication was given and made and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said sixth day of November met and proceeded to relocate as follows - to wit - Beginning at the Easterly face of a large Granite Monument making the line between Springfield and Chicopee and running thence on the Westerly line of the highway North eight degrees and thirty five minutes west, two hundred eighty three and a half feet, to a granite monument at the center section of the North line of Plainfield Street with the highway; thence North seven degrees West, making an angle of one degree and thirty five minutes to the right, two hundred and twenty feet to a granite monument, the highway to this point being located fifty feet wide; thence North one degree East one hundred and forty feet to a granite monument at the North East corner of Seth Stephens garden; the highway widening to fifty five feet at this point; thence North nine degrees and ten minutes East, making an angle of eight degrees and ten minutes to the right, six hundred and twenty feet, to a granite monument north of the dwelling house of Thomas W. Mahan, the highway widening at this point to sixty feet in width; thence North eleven degrees East, six hundred and fifty one feet to the center of the west end of the culvert over a water course crossing the highway at this point; the location continuing sixty feet wide to this place; thence North ten degrees thirty five minutes East four hundred and seventy nine feet to a granite monument by land of the Connecticut River Rail Road Company; thence North fourteen degrees and thirty five minutes East, seven hundred and fifty five feet, to a granite monument by land of said Company; thence North seven degrees and twenty five minutes East, six hundred and fourteen feet to a granite monument by land of



of said Company, the highway, being at this point fifty  
five feet wide: thence North sixteen degrees and fifteen  
minutes East, one hundred and twenty two feet to a granite  
monument, the highway continuing fifty five feet in  
width: thence North twenty one and one half degrees East  
two hundred and five feet to a granite monument by said  
Stearns door yard, the highway at this point widening to  
sixty feet: thence North forty six degrees east seven hundred  
and ninety one feet to a granite monument at the inter-  
section of the Westerly line of West Street with this highway.

Thence returning to the junction of Plainfield Street,  
and beginning at a granite monument standing on  
the line between lands of George W. Stearns and Henry  
Matter and directly opposite, and fifty feet distant  
from the junction monument of this highway and Plainfield  
Street, and running thence the easterly line of the location North  
seven degrees west parallel with the Westerly line, two hundred  
and twenty feet to a granite monument, the highway on  
this course being located fifty feet wide: thence diverging  
North three degrees East, one hundred and thirty one feet  
to a granite monument on the line between lands of said  
Matter and John Stebbins: the highway widening to fifty  
five feet on this course: thence North nine degrees and  
twenty five minutes East, one hundred and eighty feet  
to a granite monument by land of Thomas W. Stearns,  
the highway at this point being widened to sixty feet: thence  
North eleven degrees East, one hundred fifty three feet to a  
granite monument by land of Peter Gilligan standing  
sixty feet distant from the westerly end of the subject before  
mentioned, the highway continuing sixty feet in width  
to this point: thence diverging: North thirteen and a quarter  
degrees East, two hundred and twenty eight feet to a granite  
monument by land of said Gilligan: thence North forty  
seven degrees and twenty five minutes East, one hundred  
and seventy seven feet to a granite monument by land  
of said Gilligan on the hill side: thence North seven  
degrees five minutes East, two hundred and twenty  
six feet to a granite monument on the line between lands  
of the Connecticut River Rail Road Company and  
of John Kennedy: thence converging, North eight  
degrees thirty seven minutes West, one hundred twenty



December Making 1867

one foot to a granite monument on the North slope of  
a side hill; thence North seven degrees fifty five min-  
utes East, across the bottom of a dingle, twenty five and  
one half feet to a granite monument at the base of a hill;  
thence diverging North forty seven and one half degrees  
East two hundred and thirty four feet to a granite mon-  
ument on the summit of a hill by land of said Kennedy;  
thence North eleven and a quarter degrees East forty feet  
to a granite monument on the hill by land of Joseph D.  
French; thence converging North forty five minutes  
West eighty four and one half feet to a granite monument  
at the foot of the slope of said hill; thence by land of said  
Joseph D. French North thirty degrees fifteen minutes East  
diverging to the top of another hill two hundred and  
seven feet to a granite monument in the South westerly  
corner of land of John & Thomas A. Deussen; thence by  
land of said Deussen North nineteen degrees West three  
hundred and three feet to granite monument; thence  
North two degrees and nineteen minutes West, two  
hundred and seventy four feet to a granite monument,  
the highway at this point being reduced to fifty five  
feet; thence North sixteen degrees and fifteen minutes  
East one hundred and sixty four feet to a granite  
monument, the highway continuing fifty five feet  
in width to this point; thence North twenty seven  
degrees and fifty five minutes East, one hundred twenty  
five and one half feet to a granite monument on  
the summit of a knoll standing sixty feet distant  
from the monument in front of the premises of  
Frank Stearns; the highway diverging to sixty  
feet in width at this point; thence North forty degrees  
East one hundred fifteen feet and six inches to  
a granite monument by land of said Deussen.  
the highway diminishing to fifty feet at this point;  
thence North forty six degrees East and parallel with  
the opposite side in distance twenty one feet to a  
granite monument at the intersection of the West line  
of Mad Flout passing up the hill; with the South Easterly  
line of this highway, the same being located fifty feet  
wide throughout the last mentioned corner, all  
the lines being right lines, mentioned in this



money. The Commissioners having heard all persons & corporations interested in relation to damages who expressed a desire to be heard thereon considered and adjudged that the sum of fifty dollars (or paid to John) - paid to John Jepson & Chas. F. French (\$50.00) And the sum of twenty five dollars be paid to Peter Sullivan (\$25.00) And the sum of ten dollars be paid to Mrs. Nancy Mathis (\$10.00) and the sum of twenty five dollars to T. A. Dennison (\$25.00) And the sum of Ten Dollars to Thomas M. Mathison (\$10.00)

All in full compensation for all damages they will sustain in consequence of the said relocation of a highway as aforesaid no other persons or corporations in the opinion of the Commissioners being entitled to damages more are awarded - the owners of land over which said highway is located are allowed until the first day of December A.D. 1865 to remove their fences timber and trees therefrom - A. M. Merritt having resigned as County Commissioner Albert D. Bagg, Commissioner was called and acted in his stead

David G. Potter } County  
Wm. M. Lewis } Commissioners  
A. D. Bagg } Special  
Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted and the road established as and for a public highway -

Lucas B. Chapin Pet  
for a new highway  
in Chocoma  
50

To the County Commissioners of the County of Hampden. The undersigned citizen of Chocoma and South Andover, respectfully represent that the road from Williamsville to Chocoma Center is circuitous and, in the spring of the year from the nature of the soil, for a long time almost impassable, and that the public convenience and necessity require that there be a change in said highway by beginning at or near the house of Otis Skelton and following the old road past the house of Lucas B. Chapin to the house of Henry M. Cook making such alterations by widening and straightening said road as you may deem expedient. Then in southerly direction to a point on the Chocoma Street now



December Meeting 1867

Between the honor of William Chapman and the R.R. Company—  
And we your petitioners respectfully request your Board to  
over said petition and take such action as the public  
conscience requires as in duty bound we ever pray.  
Lucas B. Chapman

The foregoing petition was entered at a meeting of the County  
Commissioners held at Springfield within and for said  
County on the 4<sup>th</sup> Tuesday of June in the year of our  
Lord one thousand eight hundred and sixty seven. At  
which meeting the Commissioners, deeming a view of the  
premises expedient, appointed Wednesday, the 9<sup>th</sup> day of  
October then next and one o'clock in the afternoon, at the  
house of Lucas B. Chapman in Cheshire as the time and  
place for viewing the premises; and caused a copy of said  
petition to be posted upon the clerk of the town of Cheshire  
being the town within which such alteration and new high-  
way was proposed for, thirty days at least before the time  
appointed for said view; and also caused abstracts of  
said petition, containing the substance thereof, to be posted  
in two public places in said town; and also gave  
notice to all persons interested by causing a copy of said  
petition to be published three weeks successively in the  
Springfield Daily Republican a newspaper published in  
said County, said posting and the last publication  
of said copy being even fourteen days at least before  
the time appointed for said view; and before said view  
was had, said Commissioners gave notice in like man-  
ner as described in the foregoing notice of the petition  
to all persons interested, of the time and place for com-  
mencing said view. And on the said ninth day of Octo-  
ber the Commissioners met at the time and place  
appointed, and proceeded to view the premises, and  
having viewed the same the Commissioners then  
determined to hear the parties at the same time of said  
view; and having heard the parties said Commis-  
sioners then proceeded to consider and adjudicate  
upon the prayer of said petition; and after considering  
the same said Commissioners did then and there ad-  
judge that common convenience and necessity did not  
require that the prayer of the petition be granted.



J. M. Munnick having resigned as County Commissioner  
Albert D. Bagge, Special Commissioner was called and acted  
in his stead.

D. E. Potter } County  
Wm. M. Luce } Commissioners

A. D. Bagge } Special Commissioner

All of which by the report of said Commissioners fully shows  
the proceedings on the aforesaid petition fully appears. And  
now the said report being read and considered is accepted  
and the petition is ordered to be dismissed.

Alam Bagge Compt  
for abatement of tax  
55

To the County Commissioners of the County of Hampden  
I hereby certify that soon after receiving my tax bill  
for the year 1867 I requested the officers of the town to  
make some abatement of my tax on real estate and that  
they have refused to make such abatement as to the subscriber  
seems reasonable. I therefore request the Commissioners to  
view the premises and make me such abatement as to  
them shall seem just and proper.

West Springfield Oct 1<sup>st</sup> 1867 Alam Bagge

The foregoing petition was entered at a meeting of the  
County Commissioners held for said County on the  
first Tuesday of October in the year of our Lord one  
thousand eight hundred and sixty seven, at which  
meeting it was ordered that the petitioner cause notice to be  
given to the inhabitants of the town of West Springfield  
in said County of the pendency of said complaint and  
that a hearing will be had upon the same, at the Court  
House Springfield on Thursday the twenty fourth day  
of October current at eleven o'clock in the forenoon by serving  
one of the Selectmen of said West Springfield with an  
attested copy of said complaint and this order fourteen days  
at least before said twenty fourth day of October that they  
may then and then show cause why the prayer of said  
petition should not be granted, and this petition was  
continued to this meeting and now the Commissioners  
make their report in writing as follows



December Meeting 1867

Report of the County Commissioners on complaint of Aaron  
Bragg against the Inhabitants of West Springfield, and  
advised for an abatement of his taxes. The Commissioners  
ordered that the petitioner cause notice to be given to the  
Inhabitants of West Springfield in said County of the  
pending of said complaint, and that a hearing would  
be had upon the same at the Court House, in Springfield  
on Thursday the twenty fourth day of October current, at  
twelve o'clock in the forenoon, by presence of the  
Selectmen of said West Springfield, with an attested  
copy of said complaint, and this order for notice days  
at least before said twenty fourth day of October, that  
they may then and there show cause why the prayer  
of the said petition should not be granted. The notice  
advised, having been duly served upon the Commissioners  
and the parties on said twenty fourth day of October,  
and by adjournment on the thirty first day of October  
current - and also on the nineteenth day of November  
then next, at which times the parties were heard, by  
their Counsel and witnesses, and after hearing the  
further consideration of the case was adjourned to the  
third day of December then next at which time the  
Commissioners having fully examined the matter  
decided and determined that the complaint and petition  
be dismissed: for the reason that the petitioner, advised,  
failed to file with the assessors of said town a list  
submitted by him of his estate liable to taxation and  
made oath that it was full and complete as required  
by law: or that he showed good cause why such  
list was not brought in - There being a vacancy in  
the Board of County Commissioners, Edwin H. Ball  
Special Commissioner was called and acted in person

D. B. Potter	County Commissioners Special Commissioner
Wm W. Lewis	
E. H. Ball	

Which report being read and considered is accepted  
and the case is ordered to be dismissed



The Western Rail Road  
 Co. p. Pet. to alter high-  
 way at West Springfield

56

To the County Commissioners of the County of Hampden  
 Respectfully represent the Western Rail Road Corporation  
 that the Haystack Bridge which spans the tracks of the  
 said Corp<sup>y</sup> in the town of West Springfield, near the  
 house of Algernon Smith, and about sixty rods east  
 of a ledge of rocks on said Railroad known as "Lot-  
 farm Ledge," is so located and constructed as to endanger  
 the lives of the servants and employees of said Western  
 Rail Road Corp<sup>y</sup> in the management of the trains  
 which pass beneath the same - That the said Bridge is  
 fifteen feet and some inches from the rails of the said  
 Rail Road to the timbers supporting the floor of said Bridge  
 and that said height is not sufficient to permit of the  
 free and convenient passage of the trains of said Corp<sup>y</sup>  
 beneath the same.

They therefore pray your honorable body  
 to view the premises aforesaid (if a view thereof be deemed  
 necessary) and to order the Bridge aforesaid to be so al-  
 tered, raised, and constructed as to afford a free pas-  
 sage of eighteen feet in the clear between the floor timbers  
 of said Bridge and the rails of said Corp<sup>y</sup> -  
 As in duty bound will ever pray

The Western Rail Road Corporation  
 Springfield Oct. 12<sup>th</sup> 1867 By J. A. Hamill Atty.

The foregoing petition was entered at a meeting of the County  
 Commissioners held at Springfield within and for said  
 County on the first Tuesday of October A.D. 1867 At which  
 meeting the Commissioners, deeming a view of the premises  
 expedient, appointed Tuesday, the twenty six day of November  
 then next and ten o'clock in the forenoon, at the house of John  
 Ebley in West Springfield as the time and place for viewing  
 the premises; and caused a copy of said petition to be served  
 upon the clerk of the town of West Springfield and the  
 Western R.R. Corporation being the town within which such  
 alteration is prayed for, thirty days at least before the time  
 appointed for said view; and also caused abstracts of said  
 petition, containing the substance thereof, to be posted in two  
 public places in said town; and also gave notice to all  
 persons interested by causing a copy of said petition to be  
 published three weeks successively in the Springfield Daily  
 Republican a newspaper published in said County.



said printing and the said publication of such copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said twenty six day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, the further consideration was deferred until the next regular adjourned meeting held on the 3<sup>d</sup> day of December then next at the Commissioners room in Springfield, at which meeting the further consideration was had and after considering the same the Commissioners then adjudged that the prayer of the petition should be granted, And no person or corporations, appearing to object the Commissioners proceeded on the twenty fourth day of December then next to decree as follows to wit: And now it is ordered that the Western Rail Road Corporation cause the bridge aforesaid to be so altered, raised and constructed, as to afford a free passage of eighteen feet in the clear between the floor timbers of said bridge and the rails of said corporation.

And it is further ordered that the Corporation aforesaid cause the grade of the traveled part of the highway in either direction from said bridge to be raised, altered and constructed, that the same shall not in any part thereof exceed the present grade, and so that the said traveled part of said highway, when completed, shall not be of less width than the present traveled part thereof; And the said Corporation shall cause the passage ways leading to the dwelling houses of Algonon Smith and Lemas Goff to be so repaired, raised and constructed that the grade of the same shall not exceed the present grade of said passage ways; provided the same can be done within



the limits of the highway. And it is further ordered, in view of the execution of the foregoing part of this order, that the said Corporation cause the culvert west of the bridge aforesaid to be rebuilt and constructed, whenever the inhabitants of the said town of West Springfield shall cause the existing culvert to be removed, in accordance with the following directions - to wit - The walls of said culvert are to be built upon piers or sunlock timbers not less than eight inches in thickness and equal in length to the thickness of the walls and the span of the culvert, said timber is to be well laid beneath the surface of the ground, and the bed of the stream and parallel with the center line of the traveled part of the road. Said culvert is to be constructed similar to and of the same capacity as the culvert under the Western Rail Road, spanning the same stream, a little easterly of the location of the afore mentioned culvert, and said culvert is to be of sufficient length for the town of the road way over the same which, when completed, is to be twenty feet wide in the clear. And it is ordered that the Western Rail Road Corporation cause the aforesaid alterations and constructions to be made and completed in a thorough skillful and workman like manner. And to the acceptance of the County Commissioners on or before the tenth day of May A.D. 1865 and also pay all damages occasioned by the alterations aforesaid. A. N. Merrick having resigned as County Commissioner. Edwin H. Ball, Special Commissioner, was called and acted in his stead.

D. S. Potter	} County Commissioners
Wm M. Lewis	
E. H. Ball	
	} Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.



Hampden Co March 24 1868

Benjamin Alden of Agassum having petitioned the County Commissioners for license to establish a ferry, for the passage of foot passengers across the Conn River, at a point in the lower part of Springfield, known as the Lower Ferry, therefore license is hereby granted the said Benjamin Alden, to keep such ferry, from the date hereof. The said Alden shall provide a safe and suitable boat for the transfer of passengers, and shall give ready attendance on passengers, at all times between the hours of seven O'clock A.M. and noon O'clock P.M. The said Alden shall be entitled to receive as compensation the sum of Ten cents from each person so transferred.

Benjamin Alden app  
ferryman for foot pas-  
senger across Conn.  
River at lower ferry

65

Wm M Lewis } County  
P Ltideman } Commissioners

The votes for register of deeds for the County of Hampden being examined and counted on the first Wednesday of January A.D. 1868 it appears that James E. Russell of Springfield has five thousand and thirty votes and Joseph M. Forward of Southwick has three thousand two hundred and twenty eight votes, James E. Russell having received the highest number of votes is declared to be elected and now appears in sworn and gives bond for the faithful discharge of the duties of his office.

Register of Deeds  
Chosen of

The votes for County Treasurer having been also examined and counted on the same day it appears that M. Wells Bridge of Springfield has four thousand two hundred and forty five votes Joseph Donnelly of said Springfield has four thousand and eighty one votes Francis E. Turner has one vote George Lewis has one vote Francis H. Foster has one vote Bridge has one vote Luster Williams has one vote and James E. Russell has two votes M. Wells Bridge having received the highest number of votes is declared to be elected and now appears in sworn and gives bond for the faithful discharge of the duties of his office.

County Treasurer  
Chosen of



It is ordered that there be allowed to Samuel D Warner as damages to land taken for the highway located on the petition of B. H. Corley & others the sum of ten dollars in addition to the sum of forty one dollar and twenty five cents heretofore allowed him as specified in the report of location upon said petition

It is ordered that there be allowed to B. H. Corley as damages to land taken for the highway located on the petition of B. H. Corley & others the sum of ten dollars in addition to the sum of three and one half dollars heretofore allowed him as specified in the report of location upon said petition

County Estimate Estimated Expenses of the County of Hampshire for the year 1868 for which a tax is required

Payment of jurors at the several Courts	\$550.00
Service of venires	200
Officers of the Courts	950
Salary of County & Special Commissioners	1700
Land Damages	4800
Sheriffs Jury	250
Publication of Commissioners Notices	350
Survey of Highways	300
Construction of roads & setting Monuments	3161
Inquest	400

#### At Jail & House of Correction

Provisions	6000
Clothing	900
Lard & Lights	2000
Beds & Bedding	200
Salaries of Officers	3400
Repairs	400
Instruction	300
Furniture	100
Discharged Prisoners	50
Medical Attendance	775



December Meeting 1867

Const House	800
Messengers	600
Record Books & Stationery	500
Repairs	350
Fuel & Lights	700
Clerk of Courts	1250
Salary of Sheriff	1000
" " Treasurer	50
Examiners of Accounts	50
Legal expenses	

Criminal Costs	12 00
County indebtedness for orders drawn and returned on Treasurer	35 00

Total estimated expenditure	51836
Deduct balance on Treasury	
December 31 <sup>st</sup> 1867	17836

Amount called for by Tax for the year 1868	34000.00
--	----------

Charles R. Ladd Gideon Wells of Springfield and E. V. B. Holcomb of Chicopee are appointed overseers of the house of correction for the year ensuing

Overseers of the House of Correction appointed

The sum of four hundred and three dollars and eighty two cents is allowed for damage done to sheep and other domestic animals and for services performed under Chapter 130 of the acts of 1867 and the same is ordered to be paid out of the money received by the County treasurer under the provisions of said act

Damages to Sheep &c

The sum of three hundred and ten dollars is allowed for damages to land taken in the location of highways and the same is ordered to be paid from the County treasury as follows

Land Damages \$310.

Petition of Selectmen of Chicopee  
Peter Giligan \$75.00



John Jepson & Chas H French	50.00
Mrs Nancy Mather	10.00
J & T. A. Dennison	25.00
Thomas Mc Mahon	10.00
	<u>\$170.00</u>

Petition Elijah Lombard & Co	
Lusman Charles	120.00

Petition of B. M. Cooley & others	
Samuel D Warner (add')	10.00
B. M. Cooley	10.00
	<u>20.00</u>
Total December	\$310.00

Sundry accounts against the County being now presented for allowance the same amounting to the sum of six thousand two hundred and fifty dollars and seventy nine cents are allowed and ordered to be paid from the County Treasury

Hampden Co March 24<sup>th</sup> 1868

Judgment is entered up according to reports & all matters not acted upon an order to be continued and this meeting is adjourned without day

Attest Not Miconis Clerk



April Meeting 1868

Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the second Tuesday of April being the fourteenth day of said month and by adjournments on the thirtieth day of said month to the first day of May on the twentieth day of said May on the twentieth day of said May to the twenty first day of said May on the first day of June and on the fifteenth day of said June in the year of our Lord one thousand eight hundred and sixty eight

Present Daniel E. Potter Esq. Chairman }  
William M. Lewis Esq. } County  
Phineas Steadman Esq. } Commissioners

To the County Commissioners of the County of Hampden  
The undersigned respectfully represent that the public highway from the house where David A. Shaw now lives to the house of Needham Moulton is narrow, crooked and inconvenient, and that the public convenience and individuals require a wider and straighter road, and that the public convenience and individuals require a new road from the house of said Needham Moulton to intersect with the Brimfield and Warren road at a point between the house of Charles A. Brown and the foot of Ben. Miller Hill so called. Therefore your petitioners request your honorable board to begin the premises commencing at a point near the house where David A. Shaw lives then westerly on the highway to a point near the house of Needham Moulton, thence westerly over new territory to a point on the Brimfield and Warren road between the house of Charles A. Brown and the foot of Ben Miller Hill, as the most convenient to all interests concerned, and furthermore we would request your honorable board to widen, straighten and new locate and locate over and make improvements on all or a part as your honors may think the public and individual interests require. And your petitioners as in duty bound

J. B. Brown Esq. At  
for new highway &  
new location & alter-  
ation



well over pray.

Bromfield Sept. 29<sup>th</sup> 1866

Abner Brown et al

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty six and was continued from meeting to meeting to the meeting of said Commissioners holden on the fourth Tuesday of June in the year one thousand eight hundred and sixty seven the Commissioners deeming a view of the premises expedient, appointed Wednesday, the twenty first day of August then next and nine o'clock in the forenoon, at the house of J. R. Brown in Bromfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Bromfield being taken within which such location and alterations are prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty first day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then adjourned the further consideration of the same to the first Tuesday of October then next and from time to time to the twentieth day of May then next when the Commissioners further considered the case and did then adjudge that the common convenience and necessity requires that the prayer of the petition should not be granted.



April Meeting 1868

Daniel S. Potter } County  
Wm. M. Lewis }  
Phineas Stedman } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the petition is ordered to be dismissed.

To the Honorable Board of County Commissioners for  
Hampden County

John S. Needham & als  
Pet of Alter. of Highway

We the subscribers Inhabitants & legal voters of the towns of Wales & Brimfield, would respectfully represent to your Honorable Board, that a road or highway, commencing on the road leading from Brimfield Center to Wales, between the house of Wm. Lydia B. Parker and what is called the three bridges and running westerly to the road called the Mill Lane southerly of the saw mill, and also the widening of the so called mill lane to the road leading from Brimfield to Palmer is very much needed and would be a great benefit to the public. We would therefore respectfully petition your Honorable Board to own said route & locate, and widen and order such repairs & alterations and improvements as may be deemed necessary. And we as our duty bound will ever pray.

May 6<sup>th</sup> 1867 John S. Needham and others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty seven. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the twenty first day of August their next and One O' clock in the afternoon, at the house of John S. Needham in Brimfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Brimfield being the Town within



which such highway is prayed for, thirty days at least before the  
 time appointed for said view; and also caused abstracts of  
 said petition, containing the substance thereof, to be posted in  
 two public places in said town; and also gave notice to all  
 persons interested by causing a copy of said petition to be  
 published three weeks successively in the Springfield Daily  
 Republican a Newspaper published in said County,  
 said posting and the last publication of said copy having  
 been fourteen days at least before the time appointed for said  
 view; and before said view was had, said Commissioners  
 gave notice in like manner as described in the foregoing  
 notice of the petition, to all persons interested, of the time and  
 place for commencing said view. And on the said first  
 first day of August the Commissioners met at the time  
 and place appointed, and proceeded to view the premises  
 and having viewed the same heard the parties the further  
 consideration thereof was deferred till the next regular meeting  
 of the Commissioners, held at Springfield aforesaid,  
 on the first Tuesday of October then next and by ad-  
 journment to the twenty fourth day of October aforesaid  
 when said Commissioners met and proceeded to further  
 consider the same and having considered the same the  
 Commissioners did then adjudge that common convenience  
 and necessity require that the prayer of the petitioners  
 be granted. And no persons or corporations having ap-  
 peared to object thereto the Commissioners proceeded on the  
 twenty fifth day of said October to locate said highway as  
 follows - to wit Commencing at a Stone Monument on  
 the Easterly side of the Brimfield and Wales road at a  
 point eight rods and ten links Northerly of a point in  
 range of the Northerly side of the small white dwelling  
 house owned by Pamel Parker; then running North  
 thirty four and a half degrees West, three rods and  
 eleven links across said road and eighteen rods over  
 Nathaniel Parker's land to a Stone - Then North  
 sixty one degrees West, twenty six rods and twenty two links  
 over said Parker's land to land of Alfred Hitchcock and  
 Pamel Parker and forty rods and sixteen links over said  
 Hitchcock's and said Parker's land in equal proportion  
 to a line in line between said Hitchcock and Francis D. Lincoln  
 land; then North sixty degrees West over Francis D. Lincoln



April Meeting 1868

land forty six rods and twelve links to Charles O. Brown  
land and eight rods and fourteen links partly on said  
Lincoln and partly on said Brown to a stone on said  
Brown land - Then partly over Lincoln and Brown  
land aforesaid North twenty six degrees West, three rods  
and four links to a stone on said Brown land - Then  
North thirty three degrees East, nine rods and fifteen links over said  
Brown land to a stone three links southerly of the southerly  
corner of what O. Brown has mill in range of the West end -  
Then North twenty and a half degrees East, twenty one rods  
cross Mill-dam to a point opposite a stone on the southerly  
side of the location. Then North seventeen degrees East,  
partly over the former location and partly over land  
of Henry H. Spaulding sixty one rods and twenty three  
links to a point opposite a Stone Monument on the West  
side of the location and on the southerly side of the  
Brimfield and Palmer road - The lines are run and  
the bounds except on the last corner are set on the North  
only and Easterly or right hand side of the highway  
and the same is located fifty feet wide, and now it  
is ordered that the said town of Brimfield cause the road  
aforesaid which is within the limits of the said town  
of Brimfield from the commencement to the saw mill  
of Chas O. Brown to be worked, made, and completed  
in the most faithful and workmanlike manner,  
and as follows, to wit: The said road must be thor-  
oughly ploughed, when ploughing is practicable, and  
be thoroughly cleared of stones, stumps and roots.  
The top soil, when it is unsuitable for making a hard  
and permanent road, must be removed out of the  
travelled way, or may be used in embankment, if  
it be so placed as not to be within twelve inches of the  
surface of the road when finished. Where the material  
within the travelled part of the road are unsuitable  
for making a hard and durable road, and the  
subsoil under the same is of a loamy or clayey  
character, a top covering of at least 6 inches of good  
gravel, or some other good material the best that can  
be obtained in the vicinity, whether within or  
without the location of the road, will be required  
over the whole width of 16 feet for the travelled part



of the road, after being properly graded, must be uniformly crowned over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches: so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the run or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior



April Meeting 1868

slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler. The railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joining or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and be close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the



edge of the slopes of the embankment and without in any manner obstructing or interfering with said 16 feet for the traveled part of the road. When the sides of embankment are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridges. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly raised to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be made in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same materials, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owner of land over which said road is located, retain the legal right to construct cattle culverts, or fencer bridges across and underneath the road for their accommodation.



April Meeting 1868

and convenient, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing. If in such case no railing can be allowed and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared inside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely requires it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be raised or lowered and so widened at the points of their said crossing, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Brimfield be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, and



the surface of the earth by the side of 2d pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The surface of the earth by the rule pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

At Station 1 grade. at Sta 2 cut 1 foot at Sta 3 cut .5 foot at Sta 4 fill .5 foot at Sta. 5 grade. At Sta 6, 7, 8, 9, and 10 grade at Sta 11 fill .5 foot at Sta 12 fill .5 foot at Sta 13 cut .5 foot at Sta 14, 15, and 16 grade at Sta 17 fill .5 foot at Sta 18 fill .5 foot at 19 grade at Sta 20 cut 1.5 foot at Sta 21, 22 and 23 fill .5 foot at Sta 24 and 25 grade.

And the inclinations are to be as follows - to wit - From Sta 1 to 2 one degree ascending, from 2 to 3,  $1^{\circ} 45'$  ascending, from 3 to 4  $1^{\circ}$  descending from 4 to 5  $1^{\circ}$  ascending, from 5 to 6,  $30'$  ascending, from 6 to 7  $1^{\circ} 15'$  descending from 7 to 9 nearly level, from 9 to 11,  $45'$  descending, from 11 to 14,  $45'$  ascending, from 14 to 15 nearly level, from 15 to 18  $45'$  descending, from 18 to 19,  $1^{\circ}$  ascending, from 19 to 20 nearly level, from 20 to 21  $15'$  descending, from 21 to 23 nearly level, from 23 to 24  $1^{\circ} 30'$  ascending, from 24 to 25  $1^{\circ} 15'$  ascending.

The traveled part of the highway near Charles O'Brien runnall will require widening by removing and resetting the retaining wall on the Westerly side of the mill dam from a point on the wall now and a half feet southerly of the southerly abutment of the following bridge thence southerly to a point four feet Westerly of the second railing post, and from thence southerly in a right line to the bank. All that part of the road and Northwaly of said runnall is to be put on a thorough state of repair a culvert will be required at or near the junction of the foregoing location with the Bromfield and Palmer road of sufficient size to convey all accumulating water at that point. At all points on the highway requiring ditches larger than those heretofore specified it is ordered that the same be constructed and of sufficient capacity to convey all accumulating water from one side of the road to the other.



April meeting 1868

The County Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon, considered and adjudged that the sum of Two Hundred Dollars be paid to the heirs of Nathaniel Parker \$200.00 and the sum of forty four dollars be paid to Samuel Parker 64.00 and the sum of forty four dollars be paid to Alfred Hitchcock 64.00 And the sum of one hundred and ten dollars be paid to Francis Smith 110.00 And the sum of thirty five dollars be paid to Henry F. Spaulding 35.00 All in full compensation for all damage they will sustain in consequence of the aforesaid location of a highway, no other persons or corporations in the opinion of the Commission are being entitled to damage none are awarded.

The owners of land over which said highway is located are allowed until the first day of August next to remove their timber and fence therefrom. And it is directed by the County Commissioners that the town of Bromfield cause the foregoing described construction and repairing of highway to be completed in accordance with the foregoing order, and to the acceptance of the County Commissioners on or before the first day of October A.D. 1868 - A. N. Merick having resigned as County Commissioner Edmund H. Ball Special Commissioner was called and acted in his stead.

Daniel J. Potter } County  
Wm M. Lewis } Commissioners  
E. H. Ball } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as usual for a public highway.

To the County Commissioners of the County of Hampden Gilbert Warner et al  
The undersigned citizens of Southwick and Granville Pet for alter and dis-  
in said County respectfully represent that the public Contin of Highway  
highway in said Southwick commencing at the in Southwick  
house of William Vining and running first the line  
of Eli Winchell and thence to the  
21



point of intersection of said road with the Southwick and Granby road, and said Southwick & Granby road from said point of intersection to the house of Eleazar and Wm. F. Blood north, in said Southwick are narrow crooked indirect, hilly and stony and inconvenient, wherefore your petitioners request your honorable board to view the premises, and widen straighten, or re-locate said road, and discontinue such part of said highway as may be useless or make such alterations and improvements as shall appear to your honor necessary.

Southwick June 14<sup>th</sup> 1867

Edbert Warner & als

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the 7<sup>th</sup> Tuesday of June in the year of our Lord one thousand eight hundred and sixty seven. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the seventeenth day of September then next and one o'clock in the afternoon, at the house of William Tenney in said Southwick as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Southwick being the town within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Weekly Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view. And on the said seventeenth day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then



April Meeting 1868

determined to hear the parties at the same time of record;  
and having heard the parties, the further consideration was  
deferred until Tuesday the first day of October then next  
it being the first regular meeting of the Commissioners  
and then continued from time to time until the 14th day  
of April 1868 at which time a further consideration  
was had and after considering the same it was ad-  
judged that the prayer of the petition should not  
be granted

Danl. E. Potter } County  
Wm. M. Lewis }  
P. L. Edmonson } Commissioners

All of which by the report of said Commissioners  
filed among the proceedings on the aforesaid pe-  
tition fully appears. And now the said report being  
read and considered is accepted and the petition  
is ordered to be dismissed

To the County Commissioners of the County of Hampden  
We the undersigned citizens and tax payers of Cheshire  
respectfully represent that the road leading from the  
premises of the Cabot and West Springfield Bridge  
Co. to Chestnut Street - so called in Cheshire is not  
so located as best to accommodate the public. We therefore  
pray your Hon. Board to view the said road and  
make such alterations as the public convenience requires  
Cheshire July 31st 1867  
Emerson Gaylord and others

Emerson Gaylord et al  
Pet for Alter of high-  
way in Cheshire

22

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the fourth Tuesday of June  
in the year of our Lord one thousand eight hundred  
and sixty seven. At which meeting the Commissioners,  
desiring a view of the premises expedient, appointed Tues-  
day the first day of October then next and one o'clock in  
the afternoon, at the Cheshire House in Cheshire as the time  
and place for viewing the premises; and caused  
a copy of said petition to be served upon the clerk  
of the town of Cheshire being the town within which



such alteration was prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said first day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, and after the hearing, said commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said commissioners did adjudge that the prayer of the petition be granted. The Connecticut River Rail Road Co. having waived special notice - by D. L. Harris, president of said corporation, and after adjudicating as aforesaid, said commissioners appointed Wednesday the sixth day of November then next and one o'clock in the afternoon, at the Chief's House in said Chicopee as the time and place when and where they would meet and proceed to locate said alterations and the said commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said sixth day of November and by adjournment to the thirtieth day of April A.D. 1868 met and proceeded to locate as follows - to wit - Beginning at the easterly end of the Toll house of the Chicopee and West Springfield Bridge Company, at a point thirteen feet northerly of the north east corner of the underpassing and about a point fifty feet northerly of the southerly line of the Farm road and running thence North seventy eight degrees and thirty five minutes east close by the face wall of the



April Meeting 1868

underpinning of a dwelling house owned by the Dought  
Manufacturing Company one hundred and nineteen and  
one half feet to a stone monument. Thence for the location  
is fifty feet wide. Thence southwesterly thirty degrees  
and forty minutes east, extending across the several  
strips of the Connecticut River Rail Road, three hundred  
and forty seven feet to a brown stone monument, by the  
lot of grounds of Abner B. Allen. At this point the  
location widens to fifty three and one half feet. Thence  
North eighty seven degrees and forty seven minutes east  
making an angle of eight degrees and thirty three  
minutes to the left, one hundred and fifty one feet  
to a brown stone monument, on the line between  
lands of said Allen and Isaac Pullins. At this  
point the highway widens to fifty seven and one  
half feet; thence North sixty seven degrees and forty  
seven minutes east, making an angle of eight  
degrees to the left, one hundred and twenty feet  
and six inches to a stone monument on the  
line between Florence Donahue and Louis A  
Leppens. At this point the location narrows to fifty  
two feet, thence North fifty six degrees east sixty  
feet and four inches to a stone monument on the  
line between lands of the said Leppens and of James  
Doyle, at a point twelve feet from the south westerly  
corner of said Doyle's brick dwelling house.  
The lines are run and the bounds are set on the  
Northerly or left hand side of the highway; and all  
of the lines are right lines And now it is ordered  
that the vestment of Clinch's cause the road aforesaid  
to be worked so that the same shall be in a thorough  
state of repair and widened on the Southwesterly side  
from the Easterly End of D. H. Plympton's Belt Shop  
to the Westerly end of the second Tenement House Easterly  
of said Belt Shop, by filling to the height of the grade  
of bricked part of the road. And from the present  
embankment of the road to the Southwesterly line of the high-  
way and to be completed in a workmanlike manner  
and to the acceptance of the County Commissioners  
on or before the first day of July next. The Commis-  
sioners having read all persons and corporations interested



in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of Four hundred and sixty dollars be paid to Abner B. Atte (\$460.00) And the sum of one hundred and ninety seven dollars be paid to Isaac Bullens (\$197.00) And the sum of One hundred and twenty six dollars be paid to Florence Donahue (\$126.00) And the sum of Twenty Four dollars be paid to Louis A. Leppers (\$24.00) All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons or corporations in the opinion of the Commissioners being entitled to damage none are awarded. The owners of land over which the aforesaid highway is located are allowed until the twentieth day of May A.D. 1865, to remove their fences therefrom.

A. N. Menck having resigned as County Commissioner and Phineas Stedman being disqualified Albert D. Bagg was called to the view and the location and acted on their stand.

Daniel G. Potter } County  
Wm. M. Lewis } Commissioners  
A. D. Bagg } Special  
Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted and the road established as and for a public highway.

A. U. Sherman & Co.  
Pet for action Highway  
in Chicopee

23

To the County Commissioners of the County of Hampden  
We the undersigned citizens of said County, respectfully represent that the public convenience and necessity require the laying out and construction of a highway located as follows. Beginning at a point on the easterly side of the Connecticut River in the town of Chicopee, in said County, at the new South Ferry so called, thence running in a straight line to a point intersection with the County road or highway running from Williamansett Depot to Chicopee Street, at or near the dwelling house of Walter Palmer. Wherefore your petitioners pray that your Hon Board will view the premises and take such action thereon.



April Meeting 1868

as may be deemed expedient  
S. N. Sherman Colchester July 20<sup>th</sup> 1867

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty seven. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the first day of October then next and nine o'clock in the forenoon, at the house of Lucas B. Chapin in Colchester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Colchester being the town within which such highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said first day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that convenience and necessity does not require that the prayer of the petition, be granted. A. N. Merrick having resigned as County Commissioner A. D. Buzby Special Commissioner was called and voted



in his stead

D. G. Potter } County  
Wm M Lewis } Commissioners  
A. D. Briggs } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the petition is ordered to be dismissed.

Selectman of West  
Springfield Pet for  
a new highway and  
discontinuance of high-  
way in West Springfield

30

To the County Commissioners of the County of Hampshire  
The undersigned Selectman of the town of West Springfield in  
accordance with the vote of the inhabitants of said town at  
a legal town meeting held on the fifth day of November 1867  
that the Selectman petition the County Commissioners to dis-  
continue that part of the highway laid by the County com-  
missioners on the petition of James M. Bean and others,  
leading from front street so called on Miltineague to the  
Westfield Road near the house of William Melcher and  
that the County Commissioners lay a road from said  
front street past the hotel and meeting house to the Westfield  
Road. We therefore pray your honorable board would  
view the premises and take such action as the public good  
may require

West Springfield Dec 3 1867  
Aaron L. Gayles Selectman  
William Smith of  
West Springfield

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the first Tuesday of October in the year  
of our Lord one thousand eight hundred and sixty seven  
and was continued to a meeting of said Commissioners  
holden on the fourth Tuesday of December at which meeting  
the Commissioners, deeming a view of the premises expedient,  
appointed Wednesday, the fifteenth day of April then next  
and nine o'clock in the forenoon, at the Agawan House  
in West Springfield as the time and place for viewing the  
premises; and caused a copy of said petition to be served  
upon the clerk of the town of West Springfield by the town



April Meeting 1868

within which such discontinuance and location is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fifteenth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider upon the prayer of said petition; and after considering the same, said Commissioners did then adjourn the further consideration of the petition to a meeting of the Commissioners held at the Court house in Springfield on Thursday the twentieth day of May; And after further consideration of the petition the Commissioners proceeded to adjudicate upon the prayer of the petition. And the said Commissioners did then and then adjudge that the prayer of the petition should not be granted.

D. E. Potter	} County Commissioners
Wm. M. Lewis	
Thomas Stedman	

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the petition is ordered to be dismissed.



The Inhabitants of  
Brimfield et al. Pet.  
for Alter of Highway  
in Palmer & Brimfield

34

To the County Commissioners of the County of Hampden.  
The Inhabitants of the town of Brimfield in said County by  
Henry H. Brown, Sumner Parker and Benjamin B. Benton  
a committee of said town thereto duly authorized, and the  
Inhabitants of the Town of Palmer by Parker W. Webster, John  
E. Coane and William H. Coan, the Selectmen of said town, thereto  
duly authorized, respectfully represent that the highway from  
near the house of Isaac King in Palmer to the line of the Western  
rail road in Brimfield, is unimproved and dangerous,  
(especially that part of it known as Kings Bridge,) to public  
travel. They therefore request your Board to view said  
highway and bridge and make such alterations in the  
same as you shall find the convenience and safety of the  
public require.

March 24, 1868

The Inhabitants of } Henry H. Brown  
the town of Brimfield } Sumner Parker

The Inhabitants of } Parker W. Webster  
the town of Palmer } J. E. Coane  
W. H. Coan

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the fourth Tuesday of December in  
the year of our Lord one thousand eight hundred and  
sixty seven. At which meeting the Commissioners, deeming  
a view of the premises expedient appointed Tuesday, the  
twenty eighth day of April then next and one o'clock  
in the afternoon, at the house of Isaac King in Palmer as  
the time and place for viewing the premises, and caused  
a copy of said petition to be served upon the clerk of the  
towns of Palmer and Brimfield being the towns within  
which such alterations prayed for, thirty days at least  
before the time appointed for said view; and also caused  
abstracts of said petition, containing the substance thereof,  
to be posted in two public places in said towns; and also  
gave notice to all persons interested by causing a copy  
of said petition to be published three weeks successively in  
the Palmer Journal a newspaper published in said  
County said posting and the last publication of said



April meeting 1861

copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said twenty eighth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity in their opinion did not require alterations in the existing highway between the termini mentioned; but that the same can be so far amended as to supersede the necessity of laying out a new highway, and therefore adjudged that specific repairs be made upon the highway aforesaid - and the inhabitants of the towns of Brimfield and Palmer by their authorized agents - to wit Henry F. Brown and Sumner Parker on the part of Brimfield and Parker W. Webster J. C. Crane & W. W. Cross on the part of Palmer having given all further notice the Commissioners proceeded on the first day of May then next, it being at a regular adjourned meeting, to order specific repairs on the aforesaid highway as follows to wit - And now it is ordered that the towns of Brimfield and Palmer cause an Iron Bridge to be constructed across the Chicopee river upon the site of Kings Bridge so called, except that the additional width ordered is to be upon the Northwesterly side of the present site; said Bridge is to be of a single span of not less than eighty two feet in the clear between the abutment walls and to be six inches deeper in the clear than the present Bridge, the pier in the center of the stream is to be removed so as to afford a clear passage for the water for the entire length of the span. The abutment walls are to be built upon a secure foundation of stone of suitable size and form, and the walls are to be not less than eight feet thick at the bottom and four feet thick at the top and to be protected by



substantial masonry walls the face of the abutments are to be constructed with a batter of one to twelve; and the whole is to be laid in a suitable and workmanlike manner. The bridge when completed is to be not less than fifteen feet wide in the clear. The approaches to the bridge are to be so constructed as to be easy for the traveler in either direction over said bridge and the same are to be substantially railied. All materials used in the construction of the bridge aforesaid are to be well adapted to the purposes to which applied and all the work is to be done in a substantial and workmanlike manner and to the acceptance of the County Commissioners on or before the first day of October A.D. 1853, And it is further ordered by the County Commissioners, that when the bridge aforesaid with the approaches thereto shall be completed and accepted, that there be paid from the County treasury the sum of sixteen hundred dollars each to the towns of Brimfield and Palmer together with such other sums as the Commissioners shall adjudge reasonable and proper.

Daniel G. Potter } County  
Wm M. Lewis } Commissioners  
Phineas Hildeman }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, And now the said report being read and considered is accepted and the road established as and for a public highway.

Benjamin Alden  
Cal's Pet for the es-  
tablishment of a  
ferry across Conn-  
ticut River at lower  
ferry between Spring-  
field and Agawam

36

To the Hon County Commissioners for the County of Ham-  
den. Your petitioners respectfully represent that the public  
convenience and necessity require the establishment of  
a ferry across Connecticut River between Springfield  
and Agawam at a point known as the Agawam ferry.  
Your petitioners further represent that great annoyance  
and inconvenience has accrued to the Public in past  
years for the want of a suitable boat and from the inef-  
ficient and dilatory manner in which the same  
has been managed. We therefore pray your Hon-  
Board to own the premises and establish a ferry  
at said point, And as in duty bound will ever



April Meeting 1868

Prayer

Springfield March 23<sup>d</sup> 1868

Benjamin Alden et al

The foregoing petition was heard at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty seven. At which meeting the County Commissioners gave notice that they would meet for the purpose of acting upon said petition at the Court House in Springfield on Thursday the thirtieth day of April next at ten o'clock A.M. as by their order of notice on file will appear. And on said thirtieth day of April, the Commissioners met at the time and place appointed and proceeded to hear the petitioners, and also the inhabitants of the City of Springfield by Charles A. Winchester Esq. Mayor of said Springfield, and the inhabitants of Agawam by J. H. Churchill one of the Selectmen of said Agawam; and after said hearing the Commissioners continued the further consideration of the same to the seventh day of May then next being the next regular adjourned meeting at the Court House in Springfield, and from time to time, to the twenty first day of said May when the Commissioners met and proceeded to further consider the case, And having duly considered the evidence and the law said Commissioners determined that common convenience and necessity require that the prayer of the petition be granted, And now it is ordered by the County Commissioners, (no person appearing to keep said ferry for the profits thereof) that the City of Springfield and the Town of Agawam cause, on or before the first day of July next a suitable boat to be procured, and provided, one or more suitable persons to keep and attend said ferry at the place designated as aforesaid - And it is further ordered that the City of Springfield and the Town of Agawam aforesaid shall procure said boat and maintain said ferry jointly according to Law in such case made and provided.



Dani E Potter }  
 Wm W Lewis } County  
 Phineas Stedman } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted. And it is ordered that the said Ferry be established

G. R. Clark & als Pet.  
 for a new highway in  
 Chicopee & Ludlow  
 37

To the County Commissioners of the County of Hampden, We the undersigned citizens of Ludlow, Chicopee, Holyoke South Hadley, Granby, Pelchertown and vicinity most respectfully represent that the present road leading from Ludlow leading to South Hadley Falls and Holyoke does not meet the requirements of the public. We therefore ask your Honorable Board to view and locate a new road, beginning at or near the house of Franklin P Tilly in Ludlow passing north of the house of Graves Crafts and leaving the present highway at or near the house of said Crafts; thence running in a westerly direction through the north part of the town of Chicopee, passing between Slattery and Life ponds and near the house of A. W. Clark and striking the South Hadley Falls and Williamansett road either South of the house of Joseph Enderton or North of the Ferry Hotel, which ever the Commissioners deem the most feasible point of intersection, and as in duty bound well ever pray

Ludlow March 31. 1868

G. R. Clark et al.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty eight. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the third day of June then next and one o'clock in the afternoon, at the house of Corn C. Smith in Chicopee as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Chicopee and Ludlow being the towns within which such road is prayed for, thirty days at least before the time



April Meeting 1868

appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said third day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity does not require that the prayer of the petition should be granted, it is therefore ordered that said petition be discharged, Phineas Steadman County Commissioner being disqualified by reason of residence in said Ohio, Albert D. Buzby Special Commissioner was called and acted in his stead.

Daniel G. Potter } County  
Wm M Lewis } Commissioners  
( Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted. And the petition is ordered to be dismissed.



Timothy Merriack et al  
Pet for a ferry between  
Holyoke and Chicopee  
38

To the Board of Commissioners of the County of Hampshire  
The subscribers citizens of Holyoke would respectfully call  
your attention to the necessity of establishing a ferry on  
Connecticut River between the road lead out by the town of  
Holyoke terminating at the mouth of Day Brook and a  
point on the opposite side of the river in a direct line for  
the better accommodation of the traveling public on either  
side of the river and would petition your honorable  
Court to grant the rights of ferrying to the South Holyoke  
Steam Ferry Company under such regulations as  
are provided by law for the government of similar  
public conveniences elsewhere, and your petitioners would  
further pray your honorable Board to grant such licenses  
as are requisite for a ferryman to Hiram M. Smith  
of said Holyoke.

Timothy Merriack and others

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the second Tuesday of April  
in the year of our Lord one thousand eight hundred and  
sixty eight, at which meeting it was ordered by the County  
Commissioners that a ferry be established across said  
river between the road terminating at the mouth of Day  
Brook in Holyoke and a point in Chicopee opposite, in  
a direct line and the South Holyoke Steam Ferry  
Company by Hiram M. Smith who is hereby appointed  
ferryman at said ferry is authorized to run said ferry.  
The said ferryman is to keep a boat or boats in good  
repair and readiness to pass and repass at all times when  
the river is passable for boats and the ferryman is to  
give due attendance on all passengers from sunrise  
to nine o'clock in the evening each day according to  
the rules and regulations hereinafter framed.

#### Rates of Ferryage

For each foot passenger	3 cents
" " horse & rider	8 "
" " sleigh wagon or carriage with one horse	10 "
" " sleigh wagon or carriage drawn by two horses or more	15 "



April Meeting 1868

For each additional horse	5 cents
" " each	5 "
" Sheep & swine "	2 "

Daniel E. Potter } County  
 Wm. M. Lewis }  
 P. Stedman } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears And now the said report being read and considered is accepted And it is ordered that the said ferry be established

Upon the act establishing two dikes in the town of West Springfield It is ordered by the Commissioners that they will meet at the house of John H. Hanson in said West Springfield on Wednesday the 20<sup>th</sup> day of May current at 8 o'clock in the forenoon and that notice of the same be given by publication in the Springfield Daily Republican two weeks.

Dike in West Springfield  
 Office of Notary as  
 is ordered

To the Honorable County Commissioners of the County of Hampden, Respectfully represent your petitioner the Connecticut River Rail Road Company a Rail Road Corporation by law established and having for purposes being a portion of its road, and a usual place of business within said County, that additional land for Depot and Station purposes has become necessary near this present Depot and Station in Springfield in said County and that they have selected and are desirous to take for such purposes, pursuant to the Statutes of the Commonwealth in such case made and provided a tract of land owned by one Joseph Cairner of said Springfield which is bounded and described as follows to wit - Easterly by Fulton street, Southerly, Westerly and Northerly by the lands of said Company and is opposite to said Company's Engine house being a tract about thirty seven feet in width and about ninety eight and one half feet in depth - That said tract of land is necessary to said Company for the

The Conn River  
 R.R. Comp's Pet  
 to take land for de-  
 pot purposes being  
 to Joseph Cairner  
 42



purpose aforesaid, that they are not able to obtain such land by an agreement with the owners thereof and that they propose to take the same according to the provisions of law - said company therefore makes application hereby to your honorable body to permit them to take said land for the purpose aforesaid and after due notice to the owner thereof to present the same within which the same may be taken.

Dated at Springfield this fourth day of May A.D. 1868

The Leon, River Rail Road Company by  
D.L. Harris President

The foregoing petition was entered at this meeting of the County Commissioners, and it is now ordered by the Commissioners that they will meet for the purpose of viewing and acting upon said petition at the Court House in said Springfield on Wednesday the 20<sup>th</sup> day of May current at two o'clock P.M. and that the said petitioners notify the said Joseph Currier of the time and place of said meeting by causing him to be served with an attested copy of said petition and order twelve days at least before said twentieth day of May that he may then and there show cause why the prayer of said petition should not be granted. — And on the said twentieth day of May the Commissioners met at the Court House when and where the petitioners appeared by their attorneys N. A. Leonard and by their President D.L. Harris Joseph Currier, the respondent also appeared in person. After hearing the parties in the case, the Commissioners proceeded to view the premises, having viewed, and considered the case the Commissioners determine, First that the necessities of the Leon River Rail Road require the land of the said Joseph Currier for depot and station purposes, and second that the said company may take for the purposes before named, the lands of the said Joseph Currier before described, and the said rail road Company shall pay for the land so taken such sum, or sums as may be agreed upon, or as may be estimated and determined hereafter.

All of which by the report of said Commissioners filed



April Meeting 1868

among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the said Conn River Railroad Corporation Company is accordingly authorized to take said land of said Joseph Cousner for the purposes in said petition as prayed for

In conformity with a resolve of the General Court passed at their present session April 9<sup>th</sup> 1868 granting a tax of thirty two thousand dollars for the County of Hampshire the same is apportioned upon the several towns in said County in manner following

County Tax  
Assigned

Aquinnam	8796.46	Montgomery	\$159.29
Blanford	530.97	Palmer	1265.48
Brimfield	681.48	Russell	221.24
Chester	477.88	Southwick	584.07
Chicopee	3150.44	Springfield	12610.63
Granville	539.82	Holland	283.19
Holland	132.74	Wales	256.64
Holyoke	2451.33	Westfield	3115.05
Longmeadow	929.20	West Springfield	1221.24
Ludlow	460.18	Willbraham	867.26
Monson	1265.48		<b>\$32000.00</b>

And warrants have been issued dated May 15, 1868 directed to the Selectmen or assessors of the several towns in the County directing them to assess the same upon the Inhabitants of their respective towns and requiring their collectors or Constables to collect the same, and pay the same to M. Wells Bridge Esq County Treasurer or his successor or order by the last day of August ensuing as the law directs

It is ordered that there be allowed to the inhabitants of the town of Chicopee towards the expenses of the working of the highway heretofore ordered by the County Commissioners and known as the "Rock Runway road" upon the petition of the Selectmen of Chicopee the sum of eight hundred dollars and

Allowance to Chicopee



that the sum be paid from the County Treasury

Sundry accounts against the County, being now presented the sum amounting to the sum of three thousand eight hundred and forty four dollars and seventy two cents are allowed and ordered to be paid from the County Treasury

Hampden Co June 15<sup>th</sup> 1868

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest Geo F Moore Clerk



June Meeting 1868

Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commissioners  
begun and holden at Springfield within and for the County  
of Hampden on the fourth Tuesday of June being the  
twenty third day of said month and by adjournment  
on the first day of July on the sixth day of July on the  
thirteenth day of July on the twenty first day of July to  
the twenty second day of July on the thirtieth day of July  
from day to day to the first day of August on the eighth  
day of August on the twentieth day of August to the twenty  
first day of August on the twenty fifth day of August on  
the tenth day of September to the eleventh day of September  
on the eighteenth day of September to the nineteenth day  
of September on the twenty sixth day of September and  
on the thirtieth day of September in the year of Our  
Lord one thousand eight hundred and sixty eight

Present Daniel S. Potter Esq )  
William M Lewis " } County  
Phineas Steadman " } Commissioners

To the County Commissioners of the County of Hampden  
Your petitioners inhabitants and legal voters of the  
towns of Chester in said County and of Middle-  
field in the County of Hampshire would respect-  
fully represent that the public highway from the  
Depot of the Western Rail Road in said Chester pass-  
ing the house of William Stevens to the town line between  
said towns is narrow circuitous badly and incon-  
venient, Wherefore your petitioners request your  
honorable Board to view the premises and widen  
straighten grade or new locate said road and dis-  
continue such parts of the Highway as may be  
unlabeled or make such alterations and improve-  
ments as shall appear to your honors necessary  
And as in duty bound will ever pray  
H. S. Lucas et al

H. S. Lucas et al Pet  
for alterations and  
improvements and  
discontinuation of highway  
in Chester

24

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield



within and for said County (on the record Tuesday of  
 April in the year of our Lord one thousand eight hundred and  
 sixty seven, At which meeting it was continued to the next  
 of said Commissioners (holden) on the fourth Tuesday of June  
 in the year one thousand eight hundred and sixty seven, at  
 which meeting The Commissioners, desiring a view of the  
 premises specified, appointed Tuesday, the fifteenth day of  
 October then next and eleven o'clock in the forenoon, at the house  
 of Wm. H. Lazell in Chester as the time and place for viewing  
 the premises; and caused a copy of said petition to be served  
 upon the Clerk of the town of Chester giving the town within which  
 such alterations and improvements are prayed for, thirty days  
 at least before the time appointed for said view; and also caused  
 extracts of said petition, containing the substance thereof, to be  
 posted in two public places in said town; and also gave notice  
 to all persons interested by causing a copy of said petition to  
 be published three weeks successively in the Springfield Weekly  
 Republican a newspaper published in said County, said posting  
 and the last publication of said copy having been fourteen days  
 at least before the time appointed for said view; and before  
 said view was had, said Commissioners gave notice in  
 like manner as described in the foregoing notice of the petition  
 to all persons interested of the time and place for commencing  
 said view, And on the said fifteenth day of October the  
 Commissioners met at the time and place appointed,  
 and proceeded to view the premises, and having viewed  
 the same, and heard the parties, and after the hearing  
 said Commissioners proceed to consider and adjudicate  
 upon the prayer of said petition, and after considering  
 the same, said Commissioners did adjudge that common  
 convenience and necessity require that the prayer of the  
 petition be granted and after adjudicating as aforesaid,  
 said Commissioners appointed Tuesday the nineteenth  
 day of May then next, and eleven o'clock in the forenoon,  
 at the house of William H. Lazell in said Chester as the time  
 and place where and where they would meet and proceed  
 to locate and the said Commissioners having given notice of the  
 adjudication and the time and place appointed for the  
 said location in the same manner as the notice and  
 publication was given and made and as is by law  
 in such case made and provided, before proceeding to



June Meeting 1868

own (except publishing an abstract of said petition instead of a copy thereof,) on the said nineteenth day of May, and by adjournment from time to time to the 26<sup>th</sup> day of August when said commissioners met and proceeded to locate and order specific repairs as follows - to wit And now it is ordered that the town of Chester cause the following described parts of the highway aforesaid which is in the town of Chester to be worked and repaired as follows - to wit - Commencing at Sta. No. one, which is at a point on range of the Eastern side of the first dwelling house westerly of the bridge on the road from the Depot at Chester to Middlefield passing Easterly of the hotel of Wm. H. Lazell, at grade, at Station 2 a fall of 2.2 feet will be required, at Sta. 3 fall 1.5 feet at a point centrally between Stations 3 & 4 a cut of 2 feet will be required at Sta. 4 cut 1 foot at Sta 5 a cut of 1.5 at Sta 6 grade at Sta. 7 a cut of 1.5 feet, at Station 8 a cut of 3 feet and at Sta. 10 a fall of 1 foot will be required at a point 50 feet Northerly of Sta 10 fall. 5 feet at the top of the planking of the first culvert or bridge Northerly of the foot of the hill grade. The distance between the Stations from 1 to 5 is 100 feet from 5 to 6, 50 feet from 6 to 7, 100 feet from 7 to 8, 50 feet, and from 8 to 10, 100 feet.

The traveled part of the foregoing described part of the highway must be worked to the width of 18 feet exclusive of the ditches and side slopes that carriages and teams may pass with safety over any and every part of the 18 feet aforesaid. The now traveled part of the road aforesaid is to be worked in regard to location as follows - to wit From Station one to three with a proper regard to curvature so that the foot of the Southerly slope shall be on or near the Southerly line of the highway at 2<sup>d</sup> Sta. 3. From thence, with a proper curve, so that the center of the road bed shall be at Sta 4 from thence with a like curve, to a point in the center of the present traveled part of the road opposite Sta 7, from there to the culvert in the center of the present road bed. The side ditches when they are needed must be constructed entirely within the traveled part of the



road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and one half feet at an angle of twenty four degrees or two and one half feet slope is one foot rise to be measured horizontally with the base or chord line of the crown of the road. Said road must be judiciously crowned from the exterior of the traveled part thereof to its center to the height of 10 inches - And the inclinations of the traveled part of the road aforesaid when completed are to be as follows - to wit - From Station 1 to a point 50 feet Northwily of Sta 3,  $3^{\circ} 45'$  from a point 50 feet Northwily of Sta 3 to Sta 4  $2^{\circ} 30'$  from Station 4 to Sta 5,  $2^{\circ} 15'$  all ascending from Sta 5 to Sta 6 nearly level from Sta 6 to Sta 8  $2^{\circ} 45'$  from Sta 8 to Sta 10,  $3^{\circ} 45'$  from the grades from Sta 6 to Sta 10 are descending Sta 10 to a point at the top of the fill 50 feet Northwily of Sta 10 and from thence to the top of the plunking of the bridge uniform grades will be required. And it is further ordered that that part of the highway aforesaid from the Leicester and Middlefield town line to a point Southwily, opposite a double oak tree standing on the Westwily side of the road be worked and put in a decent state of repair - At a point opposite the double oak tree aforesaid a cut of 1.5 feet will be required and the grade is to be made uniform to a point 25 feet Northwily and also to a point 40 feet Southwily from the bottom of said cut. And also commencing at Station No 1 at grade, and opposite a marked poplar tree standing on the Westwily side of the road and, from thence to the road leading past the house of Otis Wait the following repairs and alterations are ordered - to wit, at Station 1 grade at a point centrally between Sta 1 and 2 a cut of 2 feet will be required and the grade is to be made uniform from the bottom of said cut to a point 50 feet in either direction therefrom. And the water which passes over the ledge at or near the cut is to be diverted from its present course and carried to the outlet near Sta 1 at a point 50 feet Easterly of Sta. 4 a fill of one foot will be required. And the grade is to be made uniform from the top of said fill to a point in either direction 25 feet therefrom. At Sta 6 fill 2 feet at Sta 7 cut 2 feet and the grade is to be made uniform from the bottom of the cut at Sta. 7 to a point 100 feet Northwily of the same and also to



June Meeting 1868

a point 40 feet southerly of said cut. From a point about 40 feet southerly of Sta. 7 to the foot of the hill near Sta. 9 the traveled part of the road is to be moved westwards the width thereof to the West, and so constructed that the grade shall be more uniform, all that part of the last described highway from said Town Line to the road leading past the house of Elie Wirt not obstructed by ledge or large rocks is to be so constructed that the traveled part thereof shall not be less than 14 feet wide exclusive of the ditches and no part thereof is to be less than 10 feet in width; and all parts thereof requiring repaving is to be well and substantially railed. A Culvert will also be required at the foot of the hill near Sta. 9 to be of sufficient size and so located as to convey all accumulating water from the East to the West side of the road. The grading is indicated by feet decimal parts of a foot. In grading any part of the aforesaid road care must be used in front of any building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owners of said building shall so elect, otherwise, so to slope such side bank as to cause the least possible injury to said buildings or the appurtenances thereto; provided, however when such passages cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. All slopes of earth embankments must be constructed of not more than forty five degrees. The surface water which passes across the traveled part of the road between Stations 3 and 4 on the first described part of the foregoing highway is to be carried over higher ground Westerly, so as to cross the traveled part of the road near to or Northwesterly of Sta. 4. And it is ordered by the County Commissioners that the town of Chester cause the foregoing described repaving and construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of December A.D. 1868. And it is further ordered by the County Commissioners that when the aforesaid repaving



and construction of highway shall be completed in accordance with the foregoing order and to the acceptance of the County Commissioners that there be allowed and paid out of the County Treasury to the town of Leicester the sum of four hundred and twenty five dollars.

David G. Potter } County  
Wm. M. Lewis } Commissioners  
P. Stearns }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

Ralph S. Chapin et al.  
Pet. for a new highway  
and specific repairs  
of highway in Wilbraham  
and Longmeadow  
26

To the County Commissioners of the County of Hampshire. Your petitioners inhabitants of the towns of Wilbraham and Longmeadow in said County would respectfully represent that the public convenience requires a road and highway should be laid out and constructed beginning on the highway near the house of R. S. Chapin in said Wilbraham and leading in a westerly direction about three hundred and fifty rods to a highway near the house of Monr C. Holte in Wilbraham aforesaid and also that the highway from this point leading westerly to the next highway near the bridge and Baptist meeting house is in a bad condition and should be widened and repaired. Your petitioners pray that your board view the premises and if on your judgment you think best, to locate and construct the first said road and make such alterations in the second said road as you board think necessary. The Selectmen of Wilbraham having laid out said road and the town has refused to accept the same.  
Wilbraham Sept 21<sup>st</sup> 1867.

Ralph S. Chapin et al.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty seven and was continued from meeting to meeting to the meeting of said Commissioners holden on the first Tuesday of October in the year of our Lord one thousand



June Meeting 1868

eight hundred and sixty seven at which meeting the Commissioners, deeming a view of the premises expedient, appointed Thursday, the seventh day of November then next and ten o'clock in the forenoon, at the house of Ralph S. Chapin in Wilbraham as the time and place for viewing the premises, and caused a copy of said petition to be read upon the clocks of the towns of Wilbraham and Longmeadow being the towns within which such location and alteration of highway is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was held, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said seventh day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of December then next at which meeting the parties were heard, and after the hearing said Commissioners proceed to consider and adjudicate upon the prayer of said petition and after considering the same, said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition be granted for the first mentioned part of new road to a point intersecting the old road near the house of Monroe C. Heath. and after adjudicating as aforesaid, said Commissioners appointed Thursday the fourth day of June then next and eleven o'clock in the forenoon, at the house of Ralph S. Chapin in said Wilbraham as the time and place when and where they would meet and proceed to locate the first mentioned



part of said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to run (except publishing an abstract of said petition instead of a copy thereof), on the said fourth day of June said Commissioners met and proceeded to locate as follows Beginning at a stone monument standing on the Westerly side of the road passing the dwelling house of Ralph S. Chapin and a little south of said Chapin's house, then running South eighty six and three quarter degrees West, over land of Elias W. Chapin, four hundred and eighty feet to a stone then North seventy five and a half degrees West, over said Chapin's land, one hundred and nine feet to a stone, then South eighty eight and a half degrees West, over said Chapin's land four hundred and ninety eight feet to a stone then South eighty seven degrees West over said Chapin's land seven hundred and eighty seven feet to a stone; thus far the lines are run on the southerly or right hand side of the location. Then running in the center of the location South fifty three degrees West, three hundred and thirty eight feet over said Chapin's land and under hundred and fifty six feet over land of Kibbe and Tuttle and Orlando Kibbe's land to a point opposite a stone on the southerly side of the location then North sixty eight degrees West and crossing Hattie Brook one hundred and thirty nine feet over land of Orlando Kibbe and A. J. Tuttle and one hundred and seventy nine feet over land of J. B. Calhoun to a point opposite a stone, then South seventy seven degrees West, over said Calhoun's land six hundred and twenty four feet to a point in the center opposite a stone then North eighty nine degrees West, over land of said Calhoun and the old road (B&O) for three hundred and eighty one feet to a point in the center of the location. Return two stone monuments on the Westerly side of the road passing the house of J. B. Calhoun lately the house of Monroe Lytle. The bounds except at the



June Meeting 1868

end of the location are set on the center line  
of the location the highway being laid fifty feet wide;  
at the end of the location there is a monument on  
either side thereof. And now it is ordered that the  
said town of Wilbraham cause the road aforesaid which  
is within the limits of the said town of Wilbraham to be worked,  
made and completed in the most faithful and workman-  
like manner, and as follows, to wit: The said road must  
be thoroughly ploughed, where ploughing is practicable,  
and be thoroughly cleared of stones, stumps and roots.  
The top soil, where it is unsuitable for making a hard  
and permanent road, must be removed out of the traveled  
way, or may be used in embankment, if it be so placed  
as not to be within twelve inches of the surface of the  
road when finished. Where the materials within the traveled  
part of the road are unsuitable for making a hard  
and durable road, and the subsoil under the same  
is of a loamy or clayey character, a top covering of  
at least 16 inches of good gravel, or some other  
good material (the best that can be obtained in the vic-  
inity, whether within or without the location of the road,  
will be required over the whole width of 16 feet for the  
traveled part of the road. Where the subsoil is sand, the  
said traveled part of the road, after being properly  
graded, must be uniformly covered over its whole  
width with a coat of loam four inches thick, and  
afterward with a top covering of eight inches of good  
gravel, or some other good material, spread evenly  
over its whole surface. Such road must be judiciously  
crowned from the exterior of the side of the traveled  
part thereof to its center to the height of 12 inches. And  
the traveled part thereof must be worked to the width  
of 16 feet, exclusive of the side slopes and of the ditches;  
so that carriages and teams may pass with safety  
and convenience over any and every part of the 16  
feet aforesaid. The said traveled part of the road  
must be worked in the center of and parallel to  
its location, without any regard to the additional  
width laid out for materials in constructing  
the road, except near its angles, and except in the  
low ground westerly of the first Camp Bridge which



may be worked close to the canal embankment, which  
 must be judiciously rounded, so as to render its turning  
 as gradual and easy as practicable. In grading the road  
 care must be taken to avoid unnecessary undulations,  
 and in no instance can an angle of ascent or descent  
 in the direction of the road be allowed of greater magni-  
 tude than is hereafter mentioned. The side ditches, where  
 they are needed, must be constructed entirely within  
 the traveled part of the road of 16 feet as aforesaid, and  
 must be made by sloping from the exterior line of the  
 traveled part of road road two and a half feet at an  
 angle of twenty four degrees, or two and one half  
 feet slope to one foot rise, to be measured horizontally  
 with the base or chord line of the crown of the road; they  
 must be worked parallel with the center line of the  
 traveled part of the road, without unnecessary con-  
 volutions in their direction, and must gradually descend  
 with a smooth even surface in the direction of the  
 road, towards the point of discharge in such manner  
 that no water can permanently stand by the road  
 side. Cross swamps or meadow land where the road  
 is made by embankment, and liable from its weight  
 to settle or sink through the mud, the side ditch will  
 in no instance be allowed. On the side of hills, where  
 the road is made partly by embankment and partly  
 by excavation, the road must be crowned, in manner  
 before mentioned, from the edge of the interior slope of  
 the ditch on the uphill side to the center, and from thence  
 to the exterior or downhill side must be made nearly  
 or quite level. All sides of excavations or embank-  
 ments where the materials are of a loamy or adhesive  
 character must be made at an angle not exceeding  
 forty five degrees; where the materials are loose gravel  
 or sand, the angle must not exceed thirty degrees.  
 From a horizontal line or two feet slope to one foot  
 on said road must be firmly and substantially  
 railed, where railing is necessary for the safety  
 and convenience of the traveler; the railing must  
 consist of straight hardwood skids or poles,  
 not less in any part than five inches in diameter,  
 and be securely fastened with iron bolts to stone



June 7<sup>th</sup> 1868

or cement posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stones two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joints or splittings of said railing must be made on the innermost or top of some one of the stone supports aforesaid. By chamfering the joining ends of each of said poles or joints, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron belt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road of construction of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the exterior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 16 feet for the traveled part of the road. When the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road must be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the



railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner presented for the bridge; and the said culverts when placed in road forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient



June Meeting 1868

for the travel. A bridge will be required across the Scantic  
brook between stations 33 and 34 of not less than forty feet  
span in the clear between the abutment walls and fourteen  
feet in the clear for the traveled part thereof. The walls  
are to be well founded and suitable protected by wing  
walls and to be well proportioned and constructed, and  
the superstructure is to be of similar construction to  
that of the bridge crossing said brook a little northward  
of Elias W. Chapins house. And the bridge is to be four  
feet in the clear above the surface of the ground at the  
line No. 33 or 8 feet in clear above grade per by side  
of Sta. No. 33½. A dry bridge will also be required  
between stations 34 and 35 of eighteen feet span in the  
clear between the abutment walls and three and a  
half feet high in the clear from the surface of the  
ground. Orlando Kibbe and A. T. Tuttle retain the  
legal right to convey the water of the Scantic brook  
underneath the road for the purpose of supplying  
their water power from said brook; provided they  
do not thereby increase the grade of the road as  
hereafter described, and do not thereby endanger  
the road or travel over the same. In grading the  
road aforesaid, care must be used in front of  
any dwelling house or other building where an  
excavation is required, to leave the side bank thereof  
nearest said building, in the best shape for placing  
in a bank wall of the owner of said building shall  
select, otherwise to slope such side bank as to  
cause the least possible injury to said building or  
the appurtenances thereto; provided, however, when  
such passage ways cannot be made safe and con-  
venient by sloping as aforesaid, culverts shall be  
constructed for that purpose. Whenever an embank-  
ment is directed in front of a dwelling house or  
other building, it must be constructed and sloped  
on that side of the traveled way nearest said  
building in such manner as to render the road  
safe without the aid of railing. (for in such case  
no railing can be allowed) and in such manner  
as to leave all passage ways to and from said building  
as perfect and as nearly in their present shape



as many trees that have been planted or stand beside the proposed traveled way by the owner of land on which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their crossing, intersection or connection therewith as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of Wilbraham be so worked as not in any place exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location, and the surface of the earth. By the side of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The surface of the earth by those pins that are at grade in connection with the line of inclination, represent the face of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the surface of the earth by said pins and line. The grade pins that are mentioned in this description as being numbered, are stakes driven in the center of the location, bearing the number. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit -

At Station 4 fill 3 feet at 5 fill 2.5 feet, at 6 fill 3 feet, at Stations 7, 8 and 9 fill 3 feet. At station 10 cut 1 foot at Sta 13 cut 1 foot at 14 cut .5 foot at station 17 and 18 fill 2 feet at station 25 cut .5 foot at 26 fill 1.5 feet at 27 cut .5 foot at 30 cut 2 feet upon the apex of the hill Westerly of Stations 39 cut 2 feet - And the inclination of the road is to be as follows - to wit - From the beginning of the location to Station No 1 the grade is to be that of the present general surface of the ground from Station No 1



June Meeting 1868

to Sta. 4 the grade is not to exceed  $2^{\circ}30'$  descending from Station No. 7 to Sta. 11 not to exceed  $3^{\circ}$  from Station No. 11 to Sta. 29 not to exceed  $1^{\circ}30'$  from Sta. No. 29 to Sta. 33  $4^{\circ}15'$  from station 33 to the top of the planking of the bridge  $3^{\circ}30'$  from the top of the planking of the bridge to a point 50 feet westerly of the same  $3^{\circ}30'$  from a point fifty feet westerly of the bridge, passing over the dog bridge, to Station 36 not to exceed  $1^{\circ}$  from station 36 to the apex of the hill not to exceed  $3^{\circ}45'$  from thence to the end of the location not to exceed  $2^{\circ}$  The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon, consider and adjudge that the sum of Two Hundred and Forty six dollars be paid to Silas W. Chapin (\$246.00) And the sum of Fifty dollars be paid to Orlando Kobb (\$50.00) And the sum of one hundred and fifty dollars be paid to J. B. Calhoun (\$150.00) All in full compensation for all damage they will sustain in consequence of the proposed location of a highway. No other persons or corporations in the opinion of the Commissioners being entitled to damage none are awarded. The owners of land over which said location of highway is made are allowed until the first day of August A.D. 1868 to remove their fence timber and trees therefrom. And it is directed by the County Commissioners that the town of Wilbraham cause the foregoing described construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of November A.D. 1868

Danl. E. Potter } County  
Wm. M. Lewis } Commissioners  
P. Stedman }

All of which by the report of said Commissioners fully among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway



J. W. Leonard et al  
Pet. for a new high-  
way and alterations  
of highway in Wil-  
braham and Long-  
meadow

33

To the County Commissioners of the County of Springfield  
We the undersigned citizens of Wilbraham most respectfully  
represent that the petition signed by citizens of said town  
and of Longmeadow asking your Hon. Board to lay  
a new road from near the dwelling house of W. Chapin  
and terminating near the dwelling-house of M. C.  
Health in said Wilbraham is not in our opinion asked  
to be located in the best place for the interests of the  
town and community generally. We therefore ask  
your Hon. Board to view and locate a new highway  
starting from or near the dwelling house of Luke  
A. Pease in said Wilbraham and terminating at or  
near the house of M. C. Health and further, to view  
the highway from this point to the Baptist church  
in East Longmeadow with reference to widening, or making  
such changes as it may be thought the public good  
requires. And as our duty board will ever pray.  
Wilbraham February 28<sup>th</sup> 1868.

J. W. Leonard and others

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield  
within and for said County on the fourth Tuesday  
of December in the year of our Lord one thousand  
eight hundred and sixty seven, at which meeting  
the Commissioners deeming a view of the premises  
expedient, appointed Tuesday, the nineteenth day of  
April then next and ten o'clock in the forenoon, at the  
house of Luke A. Pease in Wilbraham as the time and  
place for viewing the premises; and caused a copy  
of said petition to be served upon the clerks of the  
towns of Wilbraham and Longmeadow being the  
towns within which such highway and alterations  
are prayed for, thirty days at least before the time  
appointed for said view; and also caused abstracts  
of said petition, containing the substance thereof, to be  
posted in two public places in said town; and also  
gave notice to all persons interested by causing  
a copy of said petition to be published three weeks  
successively in the Springfield Weekly Republican  
a newspaper published in said County. Said



June Meeting 1868

posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said sixteenth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the thirtieth day of April then next at which meeting the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that Common convenience and necessity require that the prayer of the petition be granted, and after adjudicating as aforesaid, said Commissioners appointed Thursday the fourth day of June then next and eleven o'clock in the forenoon, at the house of Ralph S. Chapin in said Wilbraham as the time and place when and where they would meet and proceed to locate, and the said Commissioners having given notice of the adjudication and the time and place appointed for the said meeting for location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said fourth day of June met and proceeded to locate as follows - to wit - **Beginning** at a stone monument on or near the Westerly side of the Endicott road on road North from the Northwesterly corner of the town road leading from the Endicott road to a point in Longmeadow on the corner and Springfield road near the Baptist Church, then running North eighty six and a half degrees West, over lands of Munroe & Healtz and the town road runs hundred and sixty eight (168) feet to a stone on or near the line between Longmeadow and Wilbraham, then North eighty seven



and a half degree West over the town road aforesaid and land of Misson Hill, near hundred and forty (1640) feet to a stone monument on the corner and Springfield road - The lines are run and the bounds are set on the Northerly side of the location. And the same is three rods wide including as highway the town road with an addition of one rod in width upon the Northerly side thereof. And now it is ordered that the said towns of Wilbraham and Longmeadow cause the road aforesaid which is within the limits of the said towns of Wilbraham and Longmeadow to be worked, made and completed in the most faithful and workmankike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the present road bed



June Meeting 1861

parallel to its location, without any regard to the additional width laid out for materials in constructing the road except near its angles, which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, when the road is made partly by embankment and partly by excavation, the road must be crowned, in manner herein mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, when raiiling is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any



least than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and be close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth & gravel must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said sixteen feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls in-stead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as



June Meeting 1868

aforeaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridges, and be measured in the same manner, with good form, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceway must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridges; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road



aforesaid, care must be used in front of any dwelling  
 house or other building when an excavation is required,  
 to leave the side bank thereof nearest said building, in  
 the best shape for placing on a bank wall of the owner  
 of said building shall elect, otherwise as to slope said  
 side bank as to cause the least possible injury to said  
 building or the uppearance thereof; provided, however,  
 when such passage ways cannot be made safe and  
 convenient by sloping as aforesaid, Culverts shall be construc-  
 ted for that purpose. Whenever an embankment is directed  
 in front of a dwelling house or other building, it must be  
 constructed and sloped on that side of the traveled way  
 nearest said building in such manner as to render the  
 road safe without the aid of railing, (for in such case  
 no railing can be allowed) and in such manner as to leave  
 all passage ways to and from said building as perfect  
 and as nearly in their present shape as may be. Trees  
 that have been planted or reared beside the proposed trav-  
 eled way by the owners of land over which said location  
 is made whether for the fruits they yield, or the shade  
 and ornament they furnish to the farms adjacent, are  
 not to be removed or injured, unless the construction and  
 safety of the road absolutely require it. And it is further  
 ordered that all other roads crossing, intersecting or  
 connecting with the road aforesaid be so raised or lowered  
 and so widened at the points of their said crossings, inter-  
 sections or connections therewith, as to render them perfectly  
 safe and convenient for the traveler. And it is further  
 ordered that the grading of the traveled part of the  
 road aforesaid which is within the town of <sup>North Ferrisburgh</sup> Wilbraham,  
 be so worked as not in any place to exceed the angle  
 of ascent or descent from a horizontal line hereafter  
 mentioned. At a point opposite Station 41 in the town  
 of Wilbraham a cut of three feet will be required and  
 the earth taken from the same is to be carried in either  
 direction and be so placed as to make the traveled part  
 of the road uniform in grade for 150 feet in either  
 direction from the bottom of said cut. A small  
 hillock near the town line is also to be cut so as to make  
 the grade of the road to conform to the general surface  
 of the ground in either direction therefrom.



June Meeting 1868

The grade of the travel part of the road which is on the town of Longmeadow is not in any part thereof to exceed the present grade of the road bed. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of twenty four dollars (\$24) be paid to Monroe C. Heath and the sum of fifty dollars (\$50.00) be paid to Miron C. Hill.

All in full compensation for all damage they will sustain in consequence of the aforementioned location of a highway.

No other persons, or corporations in the opinion of the Commissioners being entitled to damage none are awarded. — The owners of land over which said highway is located are allowed until the first day of September to remove their fences timber and trees therefrom. And it is directed by the Commissioners that the towns of Wilbraham and Longmeadow cause the foregoing described repairing and construction of highway which is within their respective limits to be completed in accordance with the foregoing order of the County Commissioners on or before the first day of December A.D. 1868.

Danl. G. Potter

Wm. M. Lewis

Phineas Steadman

County

Commissioners

Use of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the Honorable County Commissioners for the County of Hampshire —

The undersigned petitioners, would respectfully represent that the road running from Russell Depot to Huntington is hilly and circuitous, and that the public good and security require an alteration to be made in the location of said road between the house of Ebenezer Brown, and William Mortimer in said Russell, they therefore pray

Sherrill and Gould  
it also Pet for a new  
highway in the  
town of Russell  
39



your honorable board to view said road, make such alterations, in the location thereof as the public good requires.

Russell Mass April 16 1868

Chapin & Gould & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty eight and was continued to this meeting, at which <sup>named</sup> meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the second day of June then next and nine o'clock in the forenoon, at Dencks hotel in Russell as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Russell here the town within which such alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said second day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the



June Meeting 1861

prayer of the petition be granted, And no person or corporations having appeared to object thereto, and Commissioners met on Thursday the 10<sup>th</sup> day of September and proceeded to locate as follows - to wit - Commencing at a Stone monument on the Westerly side of the road, a little Northerly of the foot of the hill near Tuttle bend, so called, and on land of Lyman Parks; then running South thirty nine degrees West, three hundred and forty two feet to a marked Black oak tree, then South twenty one and a half degrees  $21^{\circ} 30'$  West, one hundred and twenty five feet to a marked Black oak tree, then South thirty three degrees West, through and in range of a marked Black oak tree to a point on the Westerly side of the old road embracing as highway in addition to the old road all the land between the line as run, and the old road, and the same is over land of Lyman Parks, And now it is ordered that the town of Russell cause the road aforesaid to be worked much and completed in the most workmanlike manner, and as follows, to wit - From station No. 1 which is opposite the commencement of the alteration of location, and on the Easterly side of the present traveled path, to Sta. No. 12 which is at the top of the hill Southerly of the end of the alteration of location the traveled part of the road is to be reconstructed partly Westerly of the present road bed, so as to straighten the general line of the traveled part of the road between the stations aforesaid; the same to be so done as to render the turnings regular and easy, The said traveled part of the road when completed is to be 16 feet wide exclusive of the side slopes and ditches so that carriages and teams may pass with ease and safety over any and every part of the 16 feet aforesaid. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent be allowed of greater magnitude than is here after mentioned, The side ditches where they are needed must be constructed entirely without the traveled part of the road of 16 feet as aforesaid and must



To be made by sloping from the exterior line of the traveled  
 part of said road, two and a half feet at an angle of  
 twenty four degrees, or two and a half feet slope to one  
 foot rise. The grading is on feet and tenths of a foot  
 and is from the tops of the grade pins, and as follows to  
 wit At Sta. No. 1 grade, at No. 2 grade, at No. 3 fill 3 feet  
 at No. 4 fill 3.5 feet at No. 5 fill 3.5 at No. 6 fill, 5 feet at  
 No. 7 fill 1 foot at No. 8 cut, 8 at No. 9 fill 2 feet at No. 10 fill  
 1 foot, at No. 11 cut 2.8 feet, At No. 12 grade. And the inclinations  
 are to be as follows to wit, from Station 1 to 4 nearly level  
 from 4 to 12 4° ascending. The traveled part of the road  
 when completed must be 12 inches crowning. A culvert  
 will be required at Station No. 2 to be not less than 3 by 4 feet  
 square in the clear, and the outlet which flows from the hill  
 Westerly of said Sta. is to be passed through said culvert;  
 all parts of the foregoing requiring raveling, raveling to  
 be well and substantially raveled. In all places requiring  
 raveling the road if constructed of earth slope must be  
 worked sufficiently wide to allow the posts which support  
 the raveling to be firmly and permanently placed in the  
 embankment, with the interior or inside thereof not less  
 than two feet within the edge of the slope of the embankment  
 and without in any manner obstructing or interfering  
 with said 16 feet for the traveled part of the road. A cut of  
 2.5 feet will be required opposite a large chestnut tree on  
 the apex of the hill Southerly of the dwelling house of Lyman  
 Parks; and the grade is to be made uniform from the bottom  
 of said cut to a point in the traveled part of the road  
 two hundred feet Southerly of the same, and also  
 from the bottom of said cut to a point Northerly in  
 range of the Northerly side of Lyman Parks garden  
 fence. All that part of the highway between Station No.  
 one aforesaid and the dwelling house of Sherman Penn-  
 ion which is sandy will require a covering of some  
 good hardening material at least benches thick.  
 The County Commissioners having heard all persons  
 and corporations interested in relation to damages also  
 expressed a desire to be heard thereon considered and  
 adjudged that the sum of thirty dollars be paid to Lyman  
 Parks \$30.00. All in full compensation for all damages  
 he will sustain in consequence of the aforesaid location



June Meeting 1868

of a highway. The other persons or corporations on the opinion of the Commissioners being entitled to damage there are awarded. The owner of the land over which said highway is located is allowed until the fifteenth day of September A.D. 1868 to remove his fence and trees therefrom.

And it is directed by the County Commissioners that the Town of Russell cause the foregoing described repairing and construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of December A.D. 1868.

David G. Potter } County  
Wm M Lewis } Commissioners  
Phineas Steadman }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

The County Commissioners of the County of Hampshire with the undersigned Citizens and tax payers of Longmeadow respectfully represent that the highway leading from Wilbraham to Longmeadow is crooked and needs straightening from the point near the house known as the Deacon Haller place to the Wilbraham line. We therefore pray your Hon. Board to view the said road and make such alterations as the public convenience requires.

Abel Pease and others  
Longmeadow May 1<sup>st</sup> 1868

Abel Pease & others Pet  
for alter of highway  
in Longmeadow

41

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the 2 Tuesday of April in the year of our Lord one thousand eight hundred and sixty eight. At which meeting the Commissioners deeming a case of the premises expedient, appointed Thursday the fourth day of June then next and nine o'clock in the forenoon, at the house of Abel Pease



in Longmeadow, as the time and place for viewing the premises; and caused a copy of said petition to be read upon the clerk of the town of Longmeadow, being the town in which such alterations were prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commissioning said view. And on the said fourth day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted And no persons or corporations having appeared to object thereto the Commissioners proceeded on said fourth day of June to locate as follows - to wit commencing at a stone monument marked H on the Northwly side of the road from Longmeadow to Wilbraham passing and near the Deacon Fuller place, then running North eighty three and a half degrees East, fourteen hundred and fifty feet to a stone marked H. Then South eighty two and a half degrees East two hundred and vicinity three feet, to a monument on the line between Longmeadow and Wilbraham - The lines are run and the bounds are set on the Northwly side of the location and the same is fifty feet wide Abel Pease one of the owners of land over which this location of highway or road having appeared, and for himself and Warren Pease named



June Meeting 1868

all claim for damages, and no other persons or corporations having <sup>appears</sup> to claimed damage none are awarded. The owner of land over which said highway is located are allowed until the first day of August A. D. 1868 to remove their fences and trees therefrom.

Danl. G. Potter, } County,  
Wm. M. Lewis, }  
Phineas Steadman, } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted, and the road established as and for a public highway.

4. The County Commissioners of the County of Hampden  
The undersigned, Selectmen of the town of Wales, believing the public good no longer requires the continuance of portions of the old County road, so called, located on the east line of the town of Wales, and the West line of the town of Holland, and leading from the town of Union Ct. to Brimfield; Respectfully request the County Commissioners to discontinue, all that portion of said road, from its connection with the road leading from Wales to Union Ct. Northerly; to its intersection with the old turnpike road, South Westerly of the house formerly owned, and occupied by Benjamin A. Newtham. Also an other portion of said road commencing near the house of Lyman Spelman in said Wales, then Northerly to some point in said road near the house of William A. Thompson. And your petitioners request your honorable board to lay out a piece of New road that will be rendered necessary by the discontinuance of the above named road. To commence at a point on the Union road, near to or a short distance East of the house of Samuel B. Perry in Wales then run very Easterly, and terminating at a point in the old road, near to, or a short distance East of the house of William Conner in the Town of Holland. We therefore pray your Honorable Board to occur.

Selectmen of Wales Pet  
for New highway and  
discontinuance of high  
way in Wales

43



the premises and take such action as the public convenience and necessity require.

Wales April 15. 1868

F. L. Burley } Selectmen  
Warren Hurdham } of  
D. F. Parker } Wales

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty eight. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Friday the twenty sixth day of June then next and nine o'clock in the forenoon, at the Store of the Hiram Manufacturing Company in Wales as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the towns of Wales and Holland being the towns within which such Discontinuance and Location are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty sixth day of June the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the expiration of said view; and having heard the parties, said Commissioners then proceeded to consider, and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the



June Meeting 1868

prayer of the petition should be granted, so far as it relates to that portion of the old road, at its <sup>commencing</sup> intersection with the main road (commencing) near the house of Lyman Spillman in said Wales, thence running North-  
 only to a point in range with the southerly line of the house of William A. Thompson. No parties appearing to claim damages, and the Commissioners adjudging that no persons or corporations suffered damage, none is awarded. And now it is ordered that the said highway lying between the house of Lyman Spillman and the house of William A. Thompson, be and the same is hereby discontinued, and the further consideration of the petition is now dismissed.

Daniel G. Potter ) County  
 Wm. M. Lewis )  
 P. Steadman ) Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road is discontinued and for a public highway

To the County Commissioners of the County of Hampshire  
 The undersigned Legal voters of the towns of Granville and Southwick in said County respectfully represent that there is in said Southwick a public highway leading from the Granville and Southwick village road Easterly to the Suffield town line - that said highway from a point commencing at said Granville and Suffield road near the house of William F. and Eleazer Blood and extending Easterly by the dwelling house of Amos M. Whipple and Elidon W. Churchill to a point on said road near the house of William N. Vining in said Southwick is crooked, narrow and obstructed by stones and trees, and that the public convenience and necessity require that said highway between the above named points should be widened and straightened and the obstructions removed therefrom, and that portions of the same should be discontinued and a new location made between

Gilbert Warner state  
 Pet for alteration new  
 location and discontinuance of highway  
 in Southwick



said described points. We therefore pray that your Honorable Board will view the premises. And take such action as the Public Convenience and necessity may require  
June 10<sup>th</sup> 1865

Edw. Warner et al

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and sixty-eight. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the fourth day of August then next and ten o'clock in the forenoon, at the town of Leavenworth in Leavenworth as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Leavenworth, being the town within which such alterations and improvements are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Leavenworth town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fourth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the sum of time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjourn the further consideration of the same to the eighth day of August aforesaid being the next regular adjourned meeting at the Court House in Springfield at which time the Commissioners proceeded to consider



June Meeting 1868

and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there judge that common convenience and necessity did not require that the prayer of the petition should be granted and that the petition be dismissed.

Daniel G. Potter declining to act as County Commissioner Edwin B. Ball Special Commissioner was called and acted in his stead.

Wm. M. Lema	} County Commissioners
Phineas Steadman	
	} Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a Public Highway petition demanded.

The County Treasurer is authorized to borrow ten thousand dollars in anticipation of the County taxes and give the note of the County therefor.

County Treas. authorized to borrow

It is ordered that there be allowed to the inhabitants of the town of Benningfield towards the expenses of making the highway heretofore ordered by the County Commissioners on the petition of Elijah Lombard and others the sum of one hundred and twenty five dollars and that the same be paid from the County Treasury.

allowance to Benningfield

It is ordered that Samuel Chapin and Henry H. Billings deputy State Constables be specifically authorized at any time to enter upon the premises of any persons licensed under Chapter 41 of the acts of the year 1867 entitled "An act to regulate the sale of intoxicating liquors" to ascertain the manner in which such persons conduct their business, and to pursue order therein.

Constables authorized to enter licensed premises

It is ordered that there be allowed to the inhabitants of the town of Benningfield towards







June Meeting 1868

John A. Ford Westfield Common actually over Loomis Store and the meat  
Market on School St

Wm. Green & Palmer " " in the Nassau Block  
Freeman M. Dodge) Depot village

Wm. W. Griffiths " " " in Murdock Hall Thos Melick  
Sedgwick & Hazelden " " " Corner Black Depot village

John Krause Holyoke " " Main Street

Lyman A. Nelson Palmer " " Basement rooms of the New London  
& Northern R.R. depot

J. H. Palmer Holyoke " " Stand on St. Peter's Church & Maple  
Patrick Shea " " " his new building South Holyoke

Harry L. Wilkerson Westfield " " in Basement room under Loomis  
is Black corner of Main & Elm St

E. M. Belden Chicopee Freeholders Church House near the junction  
W. H. Dickinson " " " Cabot House

Myron E. Green Holyoke " " Sumner House

Lydia Foster Westfield " " Foster House Elm St

Jack Hartwell " " Circus Tent House near  
Hampden Pond

Horace W. Scott Chicopee Common actually Chicopee Falls in  
building of Thomas Haughton

Thomas P. Watson " " " Chicopee Falls Front St

John Wasterton Westfield " " in the Basement of Moody & Morrill  
building Elm Street.

Patrick J. Griffin Holyoke " " Maple Street

Patrick Manning " " " his own building Main St

James O'Leary " " " Lyman Street his own building

Joseph Perin " " " W. A. Gould building Maple St

Shes. Robinson " " " Race Street in his present place

Charles H. Sawtelle " " " Mrs. Bellings building Maple St

James Taylor " " " Fuller Block Middle Street

A. P. Chapin Chicopee innkeeper Chicopee House Chicopee Falls corner  
of Front and Church Streets

Charles Gough Holyoke Common actually at his building on  
Main Street opp. Conn. R.R. depot

Joseph W. Weeks Palmer innkeeper Nassau House Palmer

Wm. H. Layell Chester " " Chester

Ernest H. Parsons Granville " " at his old stand West Granville

Joseph T. Spear Westfield Common actually First floor in Loomis  
Block East North of Post Office

John R. Baker Holyoke Common actually Loomis House West on Depot St







June Meeting 1861

The Commencement having given the notice of their intention to license as provided by sect 2, of Chapter 44, of the acts of the year 1860, and the applicants being deemed suitable persons and having received the sum of one hundred dollars accordingly granted licenses to the several individuals hereunder named to sell intoxicating liquors to be drunk upon the premises more particularly described in the books of record of licenses -

E. Adams & Co.	Springfield
Edw. Parker	"
Anthony Hunsanahan	"
Patrick Kearney	"
Simon Price	"
D. A. Robinson	"
Augustus Shepley	"
John C. Buschman	Westfield
Samuel Lowry	Granville
Frederick E. Mearns	"
John H. Merck	Westfield
Sidney Pierce	"
E. W. Phillips	Chicopee
W. H. Dickinson	"
Lydia Foster	Westfield
Reuben Shonk	Granville
Hyman E. Stone	Worcester
J. P. Chapin	Chicopee
J. W. Corbin	Springfield
Carte & Burman	"
Miss Moulton	"
Asa Norton	"
Samuel Pease	"
Wm H. Luzzo	Chicopee
William Moody	Chicopee
Mr. D. Phelps	Springfield
Horace H. Parsons	Granville
Charles E. Taylor	Springfield
Martin Taylor	Southwick
C. J. Wells	Blanford
Emendell Brothers	Springfield



The Commissioners having given the notice of their intention to license required by sect 8 of Chapter 141 of the acts of the year 1866 and the applicants being deemed suitable persons and having respectively paid the sum of one hundred dollars, accordingly granted licenses to the licensed individuals hereunder named to sell intoxicating liquors to their actual and bona fide guests only to be drunk upon the premises more particularly described in the book of record of licenses.

Hiram Bartholomew	West Springfield
Samuel J. Bullock	Palmer
Henry H. Park	Meriden
John H. Benson	West Springfield
E. B. Shum	Palmer

The Commissioners having given the notice of their intention to license required by sect 8 of Chapter 141 of the acts of the year 1868 and the applicants being deemed suitable persons and having respectively paid the sum of one hundred dollars accordingly granted licenses to the licensed <sup>common</sup> individuals hereunder named to sell intoxicating liquors to be drunk upon the premises more particularly described in the book of record of licenses.

Charles E. Barney	Springfield
A. C. Johnson	"
Michael King	"
Oliver & Eastman	"
Amasa B. Parsons	"
Lucien Pierce	"
L. E. Piper	"
James Smith	"
Thomas Thomas	"
S. F. Webster	"
John A. Fitch	Westfield
Wm. Bailey	Holyoke
John Kramer	"
Bailey & Fenell	Springfield
Chandler & Curtis	"
Patrick J. Griffin	Holyoke
Patrick Whelan	"
James O. Lang	"
Graph Peirce	"
Thomas Robinson	"
Charles H. Bartlett	"



June Meeting 1868

Patrick Shea	Weybridge
James Taylor	"
Eliza Taylor	Westfield
John MacArthur	"
H. K. McKinnon	"
Charles Gough	Weybridge
Anna M. Scott	Chicopee
E. C. Pease	Springfield
John T. Haherty	"
James Cunningham	"
Estherine Hoffmann	"
Ernest Perry	"
Mary Morgan	"
E. McLaughlin	"
Henry S. Walker	"
Walter Manning	"
B. Winkley	"
Arthur Friel	Chicopee
William Fennell	Weybridge
Oliver Harnay	"
John McLeod	"
William Sheehan	"
Robert Ferguson	Springfield
John Gutteridge	"
John Hapler	"
John Hamington	"
John Pepson	"
James M. Ancliffe	"
James A. O'Brien	"
Frank Benoit	Chicopee
Johanna Burk	"
Patrick Fitzgerald	Springfield
Patrick Harty	Chicopee
James McBurnett	"
Charles W. Menden	"
Ernest O'Connor	"
James Kelly	Westfield
Samuel E. Wright	Springfield
Julia Crook	Chicopee
E. K. Hanks	Springfield
Wm. B. Watts	"



Michael H. Barnett	Holyoke
Michael Carme	"
"	"
Maurice Granfeldt	Chicopee
Catherine Fitzgerald	"
Brace H. Grier	Westfield
Joseph A. Finkelman	"
Frederic Gelin	Springfield
Ethan B. Gilton	"
John Madden	"
George Wallace	"
James T. Canavan	Chicopee
Frederic Grier	"
John E. Seely	"
James Graham	"
Michael Carme	"
John Quinn	"
Charles A. Manchester	Springfield
John Otis	"

The Commissioners having given the notice of their intention to license required by sect 8, of Chapter 141 of the acts of the year 1888 and the applicants being deemed suitable persons and having actually paid the sum of one hundred dollars accordingly presented license to the liquor dealers engaged in no other business in connection therewith however named to sell intoxicating liquors not to be drunk upon the premises more particularly described in the book of record of licenses -

John Jennings & Co	Springfield
Leah McConley	"
James A. O'Keefe	"
Daniel Ryan	"
Lucius L. Wanser	"
Sheldon Webster	"
Marshall Fox	Palmer
Porter & Phipps	Westfield
W. Linn & Co	Springfield
Marion Babcock	"
James H. Longfellow	"



June Meeting 1868

S. H. Kinner	Westfield
Wright & Belland	Worcester
E. H. Allen	Springfield
A. Ball & Son	"
J. W. Dolan & Co.	"
Michael J. Lee	"
Wm. C. Davis	Pelham

The Commissioners having given the notice of their intention to license required by sub E. of Chapter 141 of the acts of the year 1868 and the applicants being deemed suitable persons and having severally paid the sum of fifty dollars accordingly granted licenses to the persons hereunder named to sell here and about the town for the persons more particularly described in the book of record of licenses.

Anna Mearns	Springfield
Henry C. Carr	Springfield
J. W. Keegan	"
Wm. M. Collins	"
H. A. Quincy	"
Valentine H. Rogers	"
W. L. Blackmer	Chicopee
Samuel A. Smith	"
J. H. Palmer	Worcester
Edmund F. Peffer	"
Peter Sullivan	Chicopee
John C. Brown	Worcester
W. L. Cleary	Springfield
C. E. White	"
J. W. Watson	Chicopee
Catharine Wilson	Westfield
F. A. Burke	Springfield
Dexter Lill	"
George H. Davis	"
Joseph L. Spear	Westfield
A. L. Baker	Worcester
Levin H. Donagan	"
Levin Donagan	"
Mary Mann	"
Horace Mahoney	"



Julio M. Cole	Holyoke
Sunderman L. Curtis	"
Frederick Smith	"
Anthony Cuffin	Springfield
Thomas Muntzoy	Westfield
James Burke	Holyoke
P. H. Coleman	Springfield
Peter Williams	"
J. M. Blanchard	Holyoke
Frederick Brown	"
John Sheehan	"
John Sullivan	"
P. B. Sullivan	"
J. W. Dickinson	Springfield
Edward S. Scottland	Westfield
Michael Sheehan	Holyoke
W. W. Le Baron	Springfield
Annah O'Brien	Holyoke
Kilian Torne	Springfield
Edward Torne	"
Christopher Torne	"

The commissioners having given the notice of their intention to become  
regulated by act 6 of chapter 141 of the acts of the year 1867 and  
the applicants being deemed suitable persons and having received  
the sum of fifty dollars accordingly granted license to the grocers  
hereunder named to sell intoxicating liquors not to be drunk  
upon the premises more particularly described in the book of record  
of license

Salmon Papp	Westfield
Patrick Burke	Chicopee
Michael Cunningham	Springfield
John Kimberly & Co	"
Michael Brennan	Holyoke
Joseph A. Finn	"
John Dene	Chicopee
James Higgins	"
Richard W. Wainman	Westfield
John D. Russell	Holyoke



June Meeting 1868

Valentine O'Connell	Holyoke
Mathias Hildt	"
Alfred D. Miller	Palmer
Samuel M. Avery	Springfield
James Fenner	"
James P. Perry	Holyoke
August Sullivan	"
E. B. Pratt	Chicopee
John B. Baskin	Springfield
James M. Brady	Springfield
Thomas Sullivan	Holyoke
John H. Warner	"
Michael Conway	Springfield
James H. Hanning	"
Frederick Conant	"
John Donohue	Chicopee
Cullen H. Carter	Palmer
Thomas Sullivan	Springfield
Thomas Fenner	Chicopee

The Commissioners having given the notice of their intention to license as required by Sec. 8, of Chapter 141 of the acts of the 1868 and the application being deemed suitable premises and having actually paid the sum of fifty dollars accordingly granted license to the applicants and assigned licenses issued to sell intoxicating liquors not to be drunk when the premises more particularly described on the back of record of license

H. & J. Brown	Springfield
John Barker	"
H. Hutchinson	"
Merritt S. Hull	"
J. T. Welles	"
A. J. Barnett	Holyoke
Gordall & Hatch	"
James K. Hunt	Chicopee
J. L. Merrill	Holyoke
Morgan Smith	Chicopee
"	"
Wood L. Allen	Palmer



John B. Bristle

F. C. Dickinson

Edgar T. Paige

W. W. Johnson

E. Andrews

J. W. Colton

Browning Brothers

Edmund C. Ogden

Springfield

"

Westfield

"

Springfield

The Commission having given the notice of their intention to become  
regulated by act 2 of Chapter 141 of the acts of the year 1885 and the ap-  
plicants being deemed a suitable person and having paid the sum  
of one hundred dollars accordingly granted license to the brew-  
ers named to sell intoxicating liquor not to be drunk upon the  
premises more particularly described in the book of record of licenses  
Joseph Shan  
Springfield

Land Damages

982.00

The sum of nine hundred and eighty two dollars is allowed for damages  
to land taken on the location of Highways and the same is ordered to be  
paid from the County Treasury

Accounts

5680.25

Several accounts against the County being now presented for allowance  
the same amounting to the sum of five thousand six hundred and  
eighty dollars and twenty five cents are allowed and ordered to  
be paid from the County Treasury

Hampden Co. September 30 1888

Business is ordered up according to reports &c  
and all matters not acted upon are ordered to be continued and  
this meeting is adjourned without day

Attest

Eastman's Clerk



Commencement of November  
Hampden Co.

A meeting of the County Commissioners began and holden at Springfield within and for the County of Hampden on the first Tuesday of October being the sixth day of said month to the seventh day of said month and adjournment on the fourth and tenth fourth day of said month on the fourth seventh twenty third and thirtieth days of November on the second to the third days of December on the fourth and from day to day to the seventeenth day of December and on the twenty first day of said December in the year of our Lord one thousand eight hundred and sixty eight.

Present Daniel C. Allen Esq. Chairman

William M. Lewis

Phineas Stebbins

County

Commissioners

To the Honorable the County Commissioners for Hampden County  
The undersigned citizens of Palmer and vicinity respectfully represent that the public necessity and convenience requires that the road we the town of Monroe, from Cotton Hollow so called to near the house of Henry A. Briggs be petitioned for by George A. Squice and others ought to be laid they therefore pray that the petition of said George A. Squice and others be granted  
Palmer

George A. Squice Esq.  
Pet for a new highway in  
Monroe

10

To the Honorable the County Commissioners for Hampden County  
The undersigned citizens of Wilbraham & Monson in said County respectfully represent that the road leading from State Wilbraham & Palmer to a new connection on being and is hard to be kept in such repair as will permit the drawing of loads on the same, And that a new road from a point near Popeville so called; in said Monson North by a point near the house of Makepeace and Hamilton in Cotton Hollow and thence over the hill to a point near the house of A. M. Phillips and from thence to the quarry road so called near the Barn of Henry A. Briggs will be about a mile and a half in distance and make much easier grades, and greatly accommodate the public travel.

George A. Squice Esq.  
Pet for a new highway  
in Monson

12



and the transmission of freight going east.

Your petitioners therefore respectfully pray your Honorable Board to view said route and make such location for a new road as the public interest requires.

May 1<sup>st</sup> 1866

Lorenzo H. Syner Bottom

The foregoing petition was acted at a meeting of the County Commissioners held at Springfield within and for said County on the second Tuesday of April in the year of our Lord 1866. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the fifteenth day of August then next and nine o'clock in the forenoon, at the home of A. M. Phillips in Monro as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the Town of Monro being the town within which such new road is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Herald a newspaper published in said County, said posting and the last publication of said copy having been forty days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner advertised in the foregoing notice of the petition, to all persons interested, of the time and place for examining said view. And on the said fifteenth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties and after the hearing, said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition should be granted and after adjudging as aforesaid, said Commissioners appointed Tuesday the ninth day of April then next and nine o'clock in the forenoon, at the home of A. M. Phillips in said Monro as the time and place when and where they would meet and proceed to locate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said ninth day of April said Commissioners met and adjourned to Monday the twenty second day of said April at nine o'clock at the home of said Phillips, in the afternoon when said Commissioners



met and adjourned to Monday the fourth day of June then next at nine o'clock in the forenoon at said Phillips house when said Commissioners met and proceeded partly to locate, and by further adjournment from time to time to Tuesday the sixth day of October A.D. 1868 when said Commissioners met and completed the location. Commencing at a hole drilled in the top of a rock over a marsh on or near the Eastern side of the latter lot - road, to the West of the house of Isaac Hamlin; then running North five degrees East one hundred and sixty two feet to a stone monument, then North thirty and three quarters degrees East, one hundred and eighty nine feet to a stone, then North thirty three and one sixth degrees East, three hundred feet to a stone, then North fifty two degrees East, one hundred and twenty feet to a stone - then North fifty six and one half degrees East two hundred feet to a stone, then North fifty two and a quarter degrees East, one hundred and five feet to a stone, then North fifty three and three quarters degrees East, one hundred and eighty four feet to a stone by the Northern side of a wall, then North twenty two and three quarters degrees East, five hundred and seven feet to a stone - then North twenty and a half degrees East, two hundred and two feet to a stone, then North fifty six degrees East, two hundred and eight feet to a stone, then North ~~thirty two and a quarter degrees East two hundred and six feet to a stone~~ then North fifty two and a quarter degrees East, two hundred and four feet to a stone, then North fifty three and three quarters degrees East, one hundred and eighty four feet to a stone by the Northern side of a wall, then North twenty two and three quarters degrees East, five hundred and seven feet to a stone - then North twenty and a half degrees East, two hundred and two feet to a stone, then North fifty six degrees East, two hundred and eight feet to a stone - then North forty nine and a quarter degrees East two hundred and six feet to a stone, then North fifty two degrees East, one hundred feet to a stone, then North forty degrees East, one hundred and fifty three feet to a point on the Western side of a large rock in the main near the marsh. The highway for this course and distance is fifty feet wide at the commencement and sixty feet wide at the end, then North fifty six and a half degrees East two hundred and twenty four feet to a stone near the line between Isaac Hamlin and Robert M. Phillips land: - then for the location is over land of Isaac Hamlin the last course and distance is located sixty feet wide at the beginning and narrows to fifty feet at the distance of ten rods from the beginning, then North forty four degrees East, over that



M. Phillips land four hundred and eighty feet to a stone, then North  
 thirty one and three quarter degrees East, three hundred and twenty five  
 feet to a hole drilled in a Rock, then North thirty two degrees East,  
 three hundred and four feet to a Stone, then North thirty five degrees  
 East, two hundred and ten feet to a Stone, then North thirty nine degrees  
 East, one hundred and twenty feet to a stone. Then North thirty and  
 a quarter degrees East, one hundred and twenty five feet to a stone  
 the highway for the last two courses and distance is forty two feet  
 wide. Then North twenty four and a quarter degrees East, eighty  
 five feet over S. M. Phillips land and one hundred and thirty feet  
 over land occupied by Mrs. Braden Menck to a stone - then North  
 twenty six and a half degrees East one hundred and sixty seven  
 feet to a stone on line between Mrs. Menck and Charles P. Hays  
 land. Then partly over Charles P. Hays land and partly over the  
 old road North twenty nine degrees East, eighty three feet to a Stone.  
 Then North thirty five and three quarter degrees East, north west  
 feet to a Stone - then North forty eight and a half degrees East,  
 one hundred and fourteen feet to a Stone - then North twenty two  
 degrees East, one hundred and twenty feet to a Stone near  
 the southerly line of the Warner road and thirty three feet from the  
 North-westerly corner of Charles P. Hays barn and fifty feet from  
 the southerly face of the wall on the Northerly side of said Warner  
 road. The lines are run and the measurements are set on the South Eastern  
 or right hand side of the location and the highway, except that  
 just thereof before particularly defined, is laid fifty feet wide -  
 Albert M. Phillips retains the legal right to continue the occupancy  
 of that part of the highway covered by a portion of his cider mill  
 during the lifetime of the present building only - the heirs of

Augustus Menck retain the legal right to occupy that part of the  
 highway covered by their barn during the lifetime of the present building  
 only. And now it is ordered that the said town of Menomonie cause the  
 road aforesaid which is within the limits of the said town of Menomonie  
 to be worked, made and completed in the most faithful and workmanlike  
 manner and as follows, to wit: The said road must be thoroughly plowed  
 when plowing is practicable, and be thoroughly cleared of stumps, stumps  
 and roots. The top soils when it is practicable for making a  
 hard and permanent road, must be removed out of the traveled  
 way, or may be used in embankments, if it be so placed as not to  
 be within twelve inches of the surface of the road when finished.  
 When the materials within the traveled part of the road are



October Meeting 1861

invariable for making a hard and durable road, and the subsoil under the same is to be a leaning or sloping character, a top covering of at least 12 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Above the subsoil or sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel, or some other good material. Special care will be taken for its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. Said traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches; without crossings and turns may pass with safety and convenience over any and every part of the 16 feet specified. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional width laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and no instance can be allowed of ascent or descent in the direction of the road. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 16 feet across and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvature in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Care must be taken when the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be carried



no manner before mentioned, from the edge of the interior slope of the ditch on  
 the uphill side to the center, and from thence to the exterior or downhill  
 side must be made nearly or quite level. All sides of excavations or  
 embankments where the materials are of a loamy or adhesive character  
 must be made at an angle not exceeding forty five degrees; where  
 the materials are loose gravel or sand, the angle must not exceed  
 thirty degrees from a horizontal line, or two feet high to one foot  
 run. Rails road must be firmly and substantially ruled when  
 ruling is necessary for the safety and convenience of the traveler. The  
 railing must consist of straight roundwood chestnut poles not less  
 in any part than five inches in diameter, and be securely fastened  
 with iron bolts to stone or chestnut posts two feet high above the face of  
 the road, not less than eight inches in diameter, and embedded in  
 the earth or embankment not less than three feet, and not more  
 than twelve feet distant from each other from center to center. When  
 the sides of embankments are constructed or secured with substantial  
 well-laid stone walls, stone two feet high above the face of the road,  
 and not less than eighteen inches in diameter at their base may be  
 substituted for the stone posts aforesaid. All joinings or splittings of  
 said railing must be made on the summit or top of some one of the  
 stone supports aforesaid, by chaulfoning the joining ends of each of  
 said poles or joints, at least one foot in length, in such manner  
 that the chaulfoned piece will fit and lie close together with the iron  
 bolt of round iron passing through the center of said joining or  
 splitting. No stone wall built in a substantial and workmanlike  
 manner, two and a half feet high above the face of the road, not less than  
 two feet in thickness at its base and fifteen inches at its top, and placed  
 on a good bank wall, may be substituted for the railing aforesaid.  
 In all places where it is necessary to have railing, the wall of construction  
 of the slope must be worked sufficiently wide to allow the posts which  
 support said railing to be firmly and permanently placed in the em-  
 bankment with the interior or downhill end, not less than 2 feet within  
 the edge of the slope of the embankment, and without in any  
 manner obstructing or interfering with said surface for the travel.  
 Part of the road. When the sides of embankments are constructed,  
 or secured with substantial, well-laid stone walls in stead of the  
 earth slopes before mentioned (and when the materials can be obtained  
 at a reasonable expense this kind of structure will be required,) said  
 walls must be battered back towards the embankment from a perpendicular  
 line at the rate of two inches to one foot in height the inner face  
 thereof being perpendicular; the road must be worked to no greater



width than twenty feet on the top, or face of the embankment, to provide a firm support. All grading and the twenty feet clear of all obstructions on the outside of the road as of roadbed. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the road of 12 inches in addition; except the span of the arch or center of a bridge, each except these feet on the clear, when it may be covered with good chestnuts or white oak, four inch planks. When a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and wide and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against swinging from wharves in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly graded to the height of three feet, and to the width of not less than 14 feet between the railroads clear of all obstructions. All necessary drainages must be made of the same length with bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and eight inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said drainages must be covered 12 inches in addition. The owner of land over which said road is located, retains the legal right to construct cattle culverts, or form bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road of roadbed, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building in the best shape for placing in a back wall of the owner of said building shall so best determine as to slope such side bank as to ensure the least possible injury to said building or the adjoining thereto; provided, however, when such



journey, a way cannot be made. Safe and convenient by slopes as  
 shown, culverts shall be constructed for that purpose. Whenever  
 an embankment is permitted in front of a dwelling house or other  
 building, it must be constructed and kept on that side of the street  
 and any new building in such manner as to render the  
 road safe without the aid of railing. (For in such case no railing  
 can be allowed) and in such manner as to leave all passage ways to  
 and from such buildings or yards and as nearly in the present shape  
 as possible. True that the land flooded is owned by the proposed road  
 way by the owner of land over which road broken is made. Whether the  
 fence the wall, or the shade and ornament the fence to the fence adjacent,  
 is not to be removed or improved, unless the construction and safety of the road  
 absolutely require it. And it is further ordered that all other roads crossing,  
 intersecting or connecting with the road aforesaid be so made or improved  
 and so ordered at the points of their said crossings intersections or connections  
 thereon, as to render them perfectly safe and convenient for the traveler.  
 And it is further ordered that the grading of the road aforesaid shall  
 be within the town of Newcombe be so worked as to be in any place below  
 the surface of the ground or descent from a horizontal line hereafter mentioned.  
 The grade pins are all placed in the center of the station and the surface  
 of the earth by the side of said pins over the points of advertisement  
 for maintaining the amount of excavation or embankment, the surface  
 of the earth between pins that are at grade, or connection with the line of  
 inclination, represents the base of the traveled part of the road and the  
 covering of 12 inches named by this order is, in all cases, to be considered  
 as placed on or above the surface at said pins and line. The grade  
 pins that are mentioned in this description as being removed, are  
 sticks driven bearing the number. The advertisement is given in feet  
 and the decimal parts of a foot. And said grading is as follows, to-wit:  
 From Station No. 1 which is on the northern side of the Newcombe  
 and South Colburn road and on the West side of Colburn Hall  
 Westing of the direction of the Colburn Hollow road thence to Station  
 No. 22 the present traveled path is to be constructed by cutting and  
 filling so that no part of the same shall exceed a grade of 4° degree  
 At a surface point 60 feet Southward of Station 23 grade - At Station  
 23 fill 2.5 feet, at Station 24, 25 and 26 grade, at Sta 27 fill 1 foot  
 at Station 28, 29, 30 and 31 grade at Sta 32 grade At Sta 33 fill 2  
 feet at Sta 34 cut 2 feet, at Sta 35 fill 2 feet at Sta 36 cut 1  
 foot at Station 37, 38, 39, and 40 grade At Sta 41 fill 2.5 feet, At  
 Sta 42 cut 3 feet at Sta 43 fill 2.5 feet, At Sta 44 cut 2 feet at Sta  
 Sta 45 fill 5 feet at Station 46, 47, 48, 49, 50, 51, 52, and 53 1/2



October Meeting 1868

grade, at station 50 fill 1 ft., at Sta. 53 fill 1 ft., at Station 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, grade 1 ft. cut 1 ft., at Sta 74 cut 1 ft., at Sta 75 fill 1 ft., at Sta. 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, and 86, grade from then to near the house of Henry S. Lindsey following the present tract. The road is to be put in a good state of repair, and the grade may be the same as the present grade. And the inclinations are to be as follows: from a point 60 feet south of Sta 23 to the top of the hill at end station the grade is to be made uniform, and nearly level. From the top of the hill at Sta 23 to the top of the hill at Sta 24 the grade is to be uniform from station to station and not on any part to exceed  $1^{\circ} 15'$  ascending. From the top of the hill at Sta 57 to Sta 40 the grade is to be uniform from station to station including the cuts and fills and on no part to exceed  $3^{\circ} 45'$ . From Sta 40 to Sta 50 the grade is to be uniform from station to station including the cuts and fills and on no part thereof to exceed  $3^{\circ}$  ascending. From station 50 to the top of the hill at station 53 the grade is to be uniform from station to Sta., and not to exceed  $1^{\circ} 15'$  ascending. From Sta. 53 to Sta 64 the grade is to be uniform from Sta. to Sta., and not to exceed  $4^{\circ} 45'$  ascending. From Sta 64 to Sta 70 the grade is to be uniform from Sta. to Sta., and not to exceed  $2^{\circ}$ . From Sta. 70 to Sta. 76 the grade is to be uniform from Sta. to Sta., and not to exceed  $5^{\circ} 30'$ . From Sta. 76 to Sta 85 the grade is to be uniform from Sta. to Sta., and not to exceed  $2^{\circ}$ . From station 85 to Sta 86 the grade is not to exceed  $5^{\circ} 30'$ .

The County Commissioners having heard all persons and corporations interested in relation to damages who appeared and were to be heard thereon consider and adjudge that the sum of two hundred and twenty dollars (\$220.00) be paid to Isaac Plumbly and the sum of two hundred and fifty dollars (\$250.00) be paid to Albert M. Phillips, and the sum of twenty dollars (\$20.00) be paid to the heirs of Augustus Menick, and the sum of twenty eight dollars (\$28.00) be paid to Charles P. Fay. All in full compensation for all damages they will sustain in consequence of the aforesaid location of a highway. No other persons or corporations with the opinion of the commissioners being entitled to damages were so awarded. The owners of land over which said highway is located are allowed until the first day of April A. D. 1869 to remove their fence timber trees and building therefrom. And it is decreed by the County Commissioners that the town of Warren cause the foregoing described repairing work.



construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of October A.D. 1869

Daniel G. Potter of Warren being disqualified on account of residence, and Phineas Stearns declining to act, as County Commissioners Edwin H. Ball and Albert D. Barry Special Commissioners were called and acted for their stead.

Wm. H. Lewis } County Commissioners  
A. D. Barry } Special  
E. H. Ball } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

Memo. Horton & Co Pet for  
a new highway in Chapin

To the County Commissioners of the County of Hampshire, The undersigned citizens of the Town of Chapin respectfully represent that the road from Chapin Falls to Polyske is extremely hilly & sandy & that the public convenience & necessity require that there be a new road laid out & established beginning at the North side of the bridge at Chapin Falls & running in a westerly direction past the house of Wm. Charles Russell Thorne & then to a point at or near the Barn of Patrick Henry, thence in a northwesterly direction as near a straight line as may be deemed practicable to the place of Lucas & Chapin thence south of said Chapin House to the Chapin Street & Williamsville road to intersect the road lately built from the Henry. And we your petitioners respectfully request your honor to view said premises and take such action as you may think the public convenience requires as in duty bound we ever pray.

Memo. Horton and others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty five. At which meeting the Commissioners, desiring a view of the premises, appointed a special Tuesday, the twentieth day of April then next and nine o'clock in the forenoon, at the Chapin House in Chapin as the time and place for viewing the premises; and caused a copy of said petition to be recorded upon the clerk of the town of Chapin being the town within which such portion of highway is



October Meeting 1868

presented for thirty days at least before the time appointed for said view; and also caused abridgments of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said county, said petition, and the last publication of said copy was on the twenty fourth day of April before the time appointed for said view; and before said view was held, said Commissioners gave notice in like manner as described in the foregoing section of the petition, to all persons interested, of the time and place for commencing said view, and on the said nineteenth day of April the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners, held at Springfield aforesaid, on the twenty fourth day of April then next and from time to time to the fourth Tuesday in December then next it being a regular meeting of the Commissioners in said Springfield when said Commissioners met and after further consideration of the same adjudged that common convenience and necessity require that the prayer of the petition be granted and after adjudicating as aforesaid, said Commissioners appointed Wednesday the twenty ninth day of April then next and before 11 o'clock noon at the house of Isaac B. Chapin in said Chicopee as the time and place where and where they would meet and proceed to locate said highway and the said Commissioners having given notice of the adjudication and the time and place appointed for location in the same manner as the notice and publication was given and made, and as is by law in such cases made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty ninth day of April said Commissioners met and also by adjournment from time to time to the sixth day of October A.D. 1868 when said Commissioners met and proceeded to locate as follows - to wit - Commencing at a granite monument standing on the west side of the highway that crosses the bridge at Chicopee Falls at a point one hundred and forty five feet north of the north end of said bridge, and running feet easterly of the range of the front end of John Merwin dwelling-house and twenty two feet southerly of the range of the north side of said house; and running thence on the northern or right hand side of the located highway both sixty five and five rather degrees West, two hundred and thirty seven feet to a granite monument on front of the east wing of William Rhodes dwelling house; then North fifty four degrees West, two hundred twenty six and a half feet to a granite monument standing on range of the West line of Merrill



From the house lot then North nearly three and one quarter degrees  
 West four hundred and eighty and eighty nine feet to a Granite monument  
 standing on foot of the East end of Henry Thompson dwelling house. Then for  
 the highway is located fifty feet wide, then North thirty eight and a half  
 degrees West, seven hundred and thirty five feet to a Granite monument  
 standing on the top of the hill on land of Madeline Chapin. The highway for  
 the course and distance is located next, fifty feet wide, then North thirty eight  
 and one half degrees West, twenty two hundred and two feet to a Granite  
 monument on the North side of the highway leading from Leabrook to Bangs.  
 the width of the location on this course beginning with sixty feet or extended to  
 fifty feet at the distance of two hundred feet from the place of beginning, and so  
 continuing to the end of the course - Then North thirty seven degrees and three  
 quarters West, sixteen hundred and fifty feet to a Granite monument standing  
 three feet East of a white oak on the edge of the swamp: Then North  
 fifteen degrees West, twenty two hundred and sixty feet to a Granite monument  
 standing by the North side of the Powdermill road. Then North thirty degrees  
 West eleven hundred and thirty feet to a Granite monument standing on land  
 of Lucas B. Chapin opposite a white oak tree and fifty feet distant from  
 the center thereof. Then North thirty three and a half degrees West, eleven  
 hundred and sixty five feet to a Granite monument on land of Lucas B.  
 Chapin. Then North thirty one degrees West, one hundred and forty seven feet  
 to a Granite monument - the location for this course and distant fifty feet  
 wide at the beginning and eighty feet wide at the end. Then North thirty  
 one and one half degrees West, one hundred and fifteen feet to a  
 Granite monument on the top of the hill; the location including to one  
 hundred feet at this point. Then North thirty eight and three quarters degrees  
 West, one hundred and sixty seven feet to a Granite monument by the  
 East side of land of the Connecticut iron rail road the location continuing  
 one hundred feet wide to this point. Then North twenty eight and three  
 quarters degrees West, seven hundred and eighty five feet to a Granite  
 monument on the North side of said road; the location being continued to  
 fifty feet at this point. Then North thirty nine and one quarter degrees West,  
 eight hundred and ninety three feet to a Brown Stone on the North side of  
 the meadow road near and a little North of the house of Lucas B. Chapin; the  
 line are run and the bounds are set on the North or right hand side of the  
 location and the highway except that part thereof herein particularly before de-  
 scribed is fifty feet wide, and is now land of the Chapin Manufacturing Co.  
 John Mann, Wm. Rhodes, Indigo L. Child, Patrick Henry, Monis Henry, Madeline  
 Chapin, John Chapin, Edward E. Chapin, Bela Chapin, Alfred H. M. Kimball,  
 Emma Chapin, Margaret Pease, Leonard Chapin, George William Sumner  
 Chapin, Lucas B. Chapin and the Green River Rail Road.



October Meeting 1868

And give it a width of 18 feet, the said base of the said road, if second  
class is within the limits of the said town of Shupec to be worked, graded,  
and completed in the most faithful and workmanlike manner, and as follows,  
to wit: The said road must be thoroughly cleaned, where cleaning is  
practicable, and be thoroughly cleared of stumps, stumps and roots. The  
top soil, where it is unsuitable for making a hard and permanent road, must  
be removed out of the traveled way, or may be used in embankment, if it  
be placed so not to be within twelve inches of the surface of the road when  
finished. Where the materials within the traveled part of the road are  
unsuitable for making a hard and durable road, and the subsoil under  
the same is of a loamy or clayey character, a top covering of at least 10  
inches of good gravel, or some other good material, the best that can  
be obtained in the vicinity, whether within or without the location of the  
road, will be required over the whole width of 18 feet for the traveled part of  
the road. When the subsoil is sand, the sand traveled part of the road, after  
being properly graded, must be uniformly covered over its whole width with  
a coat of brown pine mulch three, and often more with a top covering of eight inches  
of good gravel, or some other good material, spread evenly over its whole  
surface. Said road must be judiciously crowned from the exterior of the  
sides of the traveled part thereof to its center to the height of 12 inches. And  
the traveled part thereof must be worked to the width of 18 feet, exclusive of  
the side slopes and of the ditch: so that carriages and teams may pass  
with safety and convenience over any and every part of the 18 feet aforesaid.  
The said traveled part of the road must be worked in the center of, and  
parallel to its location, without any regard to the additional width laid  
out for materials in constructing the road, except near its angles, which  
must be judiciously rounded, so as to render its turnings as gradual and  
easy as practicable. In grading the road, care must be taken to avoid  
unnecessary undulations, and in no instance can an angle of ascent or descent  
in the direction of the road be allowed of greater magnitude than when  
after mentioned. The side ditches, where they are needed, must be constructed  
entirely within the traveled part of the road of 18 feet as aforesaid, and  
must be made by sloping from the exterior line of the traveled part of  
said road two and a half feet, at an angle of twenty four degrees, or two  
and one half feet slope to one foot rise, to be measured horizontally with the  
true or chord line of the crown of the road; they must be worked parallel  
with the center line of the traveled part of the road, without unnecessary  
curvatures in their direction, and must gradually descend with a smooth  
even surface in the direction of the road, towards the point of discharge in  
such manner that no water can permanently stand by the side of the  
road, except on swampy or meadow land where the road is made by embankment.



and is liable from its weight to settle or sink through the sand, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the material are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler; the railing must consist of straight round iron chestnut poles, not less in any part than four inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, three feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and be close together, with the iron bolt aforesaid passing directly through the center of said joining or splitting, all a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road of construction of earth slope must be worked sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 12 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 12 feet for the widened part of the road. Where the sides of embankments are constructed, or secured with substantial, well-laid stone walls in stead of the earth slope before mentioned, and where the materials can be obtained at a reasonable expense, this kind of structure will be required. Said wall must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perfectly diagonal; the road must be worked to no greater width than twenty feet.



put on the top or face of the embankment, to form such a firm support to the  
 railing and the bridge feet clear of all obstructions for the traveled part of the  
 road as aforesaid. All bridges must be constructed in the substantial, well  
 built stone abutments, and be covered with the same material, with a top  
 covering of not less than twelve inches of good gravel or some other good  
 material, and a covering of the road of inches in addition. In the  
 the floor of the arch or arches of a bridge, each spread three feet in the  
 clear, when it may be covered with good chestnut or white oak, three  
 inch plank. Whenever a bridge is covered with plank the top of the planking  
 must be at grade, and a stick of chestnut twelve inches in the bot-  
 tom and inside and sloping to eight inches on the outside thereof must be  
 firmly embedded upon each side of the bridge for securing the edges of  
 the plank against any injury from wheels in their passage to and from  
 said bridge. All bridges must be made twenty feet long, measured  
 at right angles with the direction of the road, and be substantially  
 and properly built to the height of three feet, and to the width of  
 not less than 12 feet between the railings clear of all obstructions. All  
 necessary drainages must be made of the same length as the bridge,  
 and be measured in the same manner with good firm, straight  
 stone masonry, or abutments not less than two feet apart and inches  
 high, and be covered with the same material, with a top covering of  
 not less than twelve inches of good gravel or some other good material, and the  
 said said drainages must be covered 12 inches in addition. The owner  
 of land over which said road is located, retains the legal right to construct  
 cattle culverts, or farm bridges across and underneath the road for their  
 accommodation and convenience, provided they do not thereby increase the  
 ascent or descent in the grading of the road, or hereafter described, and  
 construct said culverts or bridges in manner provided for the bridges, and  
 the said culverts when placed on must forever after be maintained by such  
 owner, their heirs or assigns, in good repair, and in such condition  
 as to render them safe and convenient for the travel, in grading the  
 road aforesaid, care must be used in front of any dwelling house or  
 other building when an excavation is required, to leave the side bank thereof  
 nearest said building on the best slope for placing in a bank wall of the  
 corner of said building shall so elect, otherwise the slope and side bank  
 as to cause the least possible injury to said building or the appurtenances thereto,  
 provided, however, when such passage ways cannot be made safe and con-  
 venient by sloping as aforesaid, culverts shall be constructed for that purpose.  
 Whenever an embankment or dike is required in front of a dwelling house or other  
 building, it must be constructed and sloped on that side of the traveled  
 way nearest said building in such manner as to render the road safe without



the aid of grading (for no such use as grading can be allowed) and no such means are to leave all passages ways to and from said building as perfect and as nearly as their present shapes or maybe. Trees that have been planted or raised beside the proposed travel way by the owner of lands over which said location is made, whether for their fruit, they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of this road aforesaid which is within the town of Bluepen be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the center of the location and all driven down to reach the surface of the earth, and the number or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The number or tops of these pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the covering of 18 inches required by the order is, in all cases, to be considered as placed on or above the tops or number of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stakes. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit: Beginning at Station #10 at the commencement of the location cut 1 foot. At Station 1 cut 4 feet. At Station 2 grade. At Sta. 3 grade. At Sta 4 cut 3 feet. At Sta 5 fill 2 feet. At Sta 6 fill 3 feet. At Sta 7 grade. At Sta 8, 9, 10 and 11 grade. At Sta 12 fill 2.5 feet. At Sta 13 cut 1 foot. At Sta 14 cut 2 feet. At Sta 15 grade. At Sta. 16 fill 2.3 feet. At Sta 17 fill 1.8 feet. At Sta 18 grade. At Sta 19 cut 2.5 feet. At Sta. 20 cut 3 feet. At a point 50 feet West of Station 20 grade. At Sta 21, 22, and 23 grade. From Station 23 to a point 550 feet East of the Easterly rail of the tracks of the Green River Rail Road, in grading all unnecessary undulations must be avoided. All swampy or wet ground must be filled or raised to the level of the general surface and the grade of the traveled part of the road when completed is to conform to the general surface of the ground. There will be a bridge required across the tracks of the Green River Rail Road and bridge must be located so as to accommodate the tracks of said Road and be elevated 17 feet in the clear from the rails of said Road and be 18 feet span in the clear at the bottom between the abutment walls. The abutment walls are to be constructed of suitable rigid and well wrought stone 2 feet thick at the bottom and 3.5 ft thick at its top with a better back



October Meeting 1868

towards the southeast of 20 of an inch to 12 inches size 2<sup>d</sup> walls are to be laid upon a well prepared and secure foundation and to be not less than 24 feet long. Suitable wing walls will also be required to be well laid in connection with the abutment walls and of sufficient thickness to correspond to their height: and the whole together with the superstructure is to be constructed in the most substantial & workmanlike manner. And the grading of this part of the bridge part of the highway is to be as follows - to wit - at a surface point 550 feet East of the Eastern end of 1<sup>st</sup> Span. River Road Road. grade, at 500 feet East cut 3 feet at 400 cut 6.5 feet at 300 cut 11. at 200 cut 2.5. at 100 fill 4.6 at the top of the planking of said bridge grade. At a point 100 feet West of the said Eastern end of said Road fill 14. feet, at 200 feet fill 15 feet. At 300 feet fill 3 feet at 400 feet grade. At 500 feet grade at 600 feet fill 1.5 feet. At 700 feet fill 1.5 at 800 grade At 900 cut 1 foot. And the inclinations are to be as follows to wit from the center of the traveled path on the old road to the bottom of the cut at Sta 0 a uniform grade will be required, from Sta 0 to a point 50 feet West of Sta 1<sup>st</sup> 4° 30' From said point to Sta 3 nearly level from 3 to 5 1° 15' ascending. From 5 to 6 1° descending From 6 to 7 1° 15' ascending From 7 to 8 1° From 8 to 9 3° From 9 to 10 3° From 10 to 15 4° 30' From 15 to a point 50 feet West of 20 4° 30' all ascending. From a point 50 feet West of Sta 20 to a point 550 feet East of the Eastern track of the River Road Road. as before described. From the top of the planking of the bridge across the tracks of said Road to a point 550 feet East of the same 4° 30' ascending From a point 375 feet West of the Western side of said bridge to the top of the planking of the same, 4° 30' ascending - The work covered by this location of highway on or near land of James Chapin is to be covered under and by the side of the highway, and the bed of the same is to be constructed as to pass the water into the present channel, where the same leaves this location: the same is to be so done as to do the least damage, both to the highway, and the land of said Chapin. The County Commissioners having heard all persons and corporations interested in relation to damages, who expressed a desire to be heard thereon, Consider and adjudge that the sum of Five Dollars be paid John Moore (\$5.00) and the sum of Five Dollars be paid to Wm. Rhodes (\$5.00) and the sum of sixty five Dollars be paid to Endget Welch (\$65.00) And the sum of Forty Dollars be paid to Patrick Leary (\$40.00) And the sum of Fifty Dollars be paid to Moses Leary (\$50.00) And the sum of one hundred Dollars be paid to Shadon Chapin (\$100.00) And the sum of eighty five Dollars be paid Henry M<sup>r</sup> Carr (\$85.00) And the sum of Twenty Five Dollars be paid to John Chapin (\$25.00)



And the sum of Fifteen Dollars be paid to Colonel Chapin (\$15.00) And the sum of Ninety Dollars be paid to Bela Chapin (\$90.00) And the sum of Twenty Two Dollars be paid to Alfred W. Kenney (\$22.00) And the sum of Fifteen Dollars be paid to W<sup>m</sup> Rogers Chapin (\$15.00) And the sum of One Hundred and Twenty Dollars be paid to Marshall Pease (\$120.00) And the sum of Ninety Three Dollars be paid to Alexander Chapin (\$93.00) And the sum of One Hundred Dollars be paid to Sumner Chapin (\$100.00) And the sum of Two Hundred and Fifty Dollars be paid to Lucian B. Chapin (\$250.00) All in full compensation for all damages they will sustain in consequence of the proposed location of a highway. No other persons or corporations in the opinion of the Commissioners being entitled to damages were awarded. The owners of land over which said highway is located are allowed until the first day of April A.D. 1869 to remove their fences trees and timber therefrom. And it is directed by the County Commissioners that the town of Chapin cause the foregoing described repairing and construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of November A.D. 1869, Thomas Stedman of Chapin being disqualified to act as County Commissioners on account of residence, Albert D. Bagg Special Commissioner was called and acted in his stead.

David G. Potter } County  
Wm. M. Lane } Commissioners  
A. D. Bagg } Special  
Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, And now the said report being read and considered is accepted and the road established as and for a public highway -

George S. Taylor & others Pet  
for a new highway in Chapin

20

To the County Commissioners of the County of Hampden -  
The undersigned citizens of Chapin humbly represent that that portion of the road lying between the road in front of Lucian B. Chapin's house and the Chapin Street and William's road is petitioned for by Maria Morton and there would in our opinion better accommodate the public by running North of said Chapin's house than by running South as petitioned for by said Morton. We therefore respectfully request your board to review said premises and lay said portion of road either North or South of said Chapin's house as in your judgment the public good requires.  
Geo. S. Taylor & others



October Meeting 1868

The foregoing petition was introduced at a meeting of the County Commissioners held at Springfield within and for said County on the second Tuesday of April in the year of our Lord, eighteen hundred and sixty eight. At which meeting the Commissioners, receiving a view of the petition as aforesaid appointed Wednesday, the third day of June then next and seven o'clock in the forenoon at the house of Lucas B. Chapin in Cheshire as the time and place for viewing the petition; and caused a copy of said petition to be served upon the clerk of the town of Cheshire being the town within which such location of road is proposed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested, of the time and place for commencing said view, and on the said third day of June the Commissioners met at the time and place appointed, and proceeded to view the petition and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudged that common convenience and necessity require that the prayer of the petition be granted. And no persons or corporations having appeared to object thereto the said Commissioners met on Tuesday the sixth day of October then next and proceeded to locate as follows to wit: Commencing at a Rock Stone Monument standing on the Western side of the Headstone Road near, and a little Northward of the dwelling house of Lucas B. Chapin then running on the Northward a right hand side of the located highway; North westerly seven and a quarter square feet six hundred and sixty feet to a Granite Monument standing on the Northward side of the Ferry Road. The highway is located fifty feet wide, and is one land of Lucas B. Chapin and the old, or Williamstown road. And now it is ordered that the said town of Cheshire cause the road aforesaid which is within the limits of the said town of Cheshire to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly plowed, when plowing is practicable, and be thoroughly cleared of stumps, clumps and roots. The top soil when it is available for making a road and permanent road, must be removed out of the traveled way, or may be used in embankment, if it is so placed as not to be within twelve inches of the surface of



of the road above finished. Where the materials within the traveled part of the road are inadequate for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 18 feet for the traveled part of the road. Where the subsoil is sand, the sand traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the side of the traveled part thereof to the center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet of surface. The sand traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional matter laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turning as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely within the traveled part of the road of 18 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot run, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water ever permanently stand by the road side. Care must be taken in meadow land where the road is made by embankment, and in hills from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or clayey character must be made at one angle not exceeding forty-five degrees, where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially worked, where sailing is necessary for the safety and convenience of the traveler; the sailing must consist of straight handsome chestnut poles set here in every



feet from the center of the road, and be securely fastened with iron bolts to stone  
 or chestnut posts two feet high above the face of the road, not less than eight  
 inches in diameter, and imbedded in the earth or embankment not less  
 than three feet, and not more than twelve feet distant from each other  
 from center to center. When the sides of embankments are constructed or repaired  
 with substantial well-laid stone walls, these two feet high above the face of the  
 road, and not less than eight inches in diameter, or their equivalent for  
 substituted for the stone posts aforesaid. All joinings or splittings of rail railing  
 must be made on the summit or top of some one of the stone supports, forsooth,  
 by hammering the joining ends of each of said posts or joints, at least one foot  
 in length, in such manner that the chamfered faces will fit and lie close  
 together, with the iron bolt aforesaid passing directly through the center of said  
 joining or splitting. Or a stone wall built in a substantial and workmanlike  
 manner, two and a half feet high above the face of the road, not less than two  
 feet in thickness at its base and fifteen inches at its top, and placed on a good  
 bank wall, may be substituted for the railing aforesaid, but in places where it  
 is necessary to have railing, the road if constructed of earth slopes must be  
 worked sufficiently wide to allow the posts which support said railing to be  
 firmly and permanently placed in the embankment with the interior or  
 inside thereof, not less than 2 feet within the edge of the slope of the embank-  
 ment, and without, in any manner detracting or interfering with said  
 railing for the traveled part of the road. When the sides of embankments  
 are constructed, or repaired with substantial, well-laid stone walls instead of  
 the earth slopes before mentioned (and where the material can be obtained  
 at a reasonable expense, this kind of structure will be required,) said walls  
 must be battered back towards the embankment from a perpendicular line  
 at the rate of two inches to one foot in height, the inner face thereof being  
 perpendicular; the road need be made to no greater width than twenty four  
 feet on the top or face of the embankment, to furnish a firm support to the  
 railing and the twenty feet clear of all obstructions for the traveled part of the  
 road as aforesaid. All bridges must be constructed with substantial, well-laid  
 stone abutments and be covered with the same material, with a top covering of not less  
 than twelve inches of good gravel or some other good material and a covering  
 of the road of inches in addition; except the span of the arch or arches of a  
 bridge, each equal three feet in the clear, when it may be covered with good  
 chestnut or white oak, three inch plank. Whenever a bridge is covered with  
 plank the top of the plank must be at grade, and a stick of chestnut timber  
 ten inches in the bottom and inside and sloping to eight inches in the out-  
 side thereof must be firmly imbedded upon each side of the bridge for securing  
 the edge of the plank against any injury from wheels or their passage to and  
 from said bridge. All bridges must be made twenty feet long, measured



at right angles with the direction of the road, and be substantially and  
 properly suited to the height of these feet, and to the width of not less than 15  
 feet between the railings clear of all obstructions. All necessary showways must  
 be made of the same height as the bridge, and be measured in the same manner,  
 with good form, straight stone sides, or abutments not less than two feet apart,  
 and 15 inches high, and be covered with the same material, with a top course  
 of not less than twelve inches of good gravel or some other good material, and  
 the road over said showways must be covered 12 inches in addition. The owner  
 of land over which said road is located, retain the legal right to construct cattle  
 calverts, or farm bridges across and underneath the road for their accommodation  
 and convenience, provided they do not thereby increase the ascent or descent in  
 the grading of the road, as hereafter described, and construct said calverts or  
 bridges in manner prescribed for the bridge; and the said calverts when placed  
 in must forever after be maintained by said owner, their heirs or assigns, in good  
 repair, and in such condition as to render them safe and convenient for the  
 traveler. In grading the road aforesaid, care must be used in front of any dwell-  
 ing house or other building when an excavation is required, to leave the side bank  
 thereof nearest said building, in the best shape for placing in a bank wall of the  
 corner of said building shall or elute, otherwise to slope such side bank as to cause  
 the least possible injury to said building or the appurtenances thereto; provided,  
 however, when such passage ways cannot be made safe and convenient by  
 sloping as aforesaid, calverts shall be constructed for that purpose. Whenever an  
 embankment is directed in front of a dwelling house or other building, it must  
 be constructed and sloped on that side of the traveled way nearest said building,  
 in such manner as to render the road safe without the aid of railing, (for in  
 such case no railing can be allowed) and in such manner as to leave all passage  
 ways to and from said building as perfect and as nearly within present shape  
 as may be. And that hereafter planted or saved trees the proposed traveled  
 way, by the owner of land over which said location is made, whether for the purpose  
 they yield, or the shade and ornament they furnish to the former adjacent,  
 are not to be removed or injured, unless the construction and safety of the road  
 absolutely require it. And it is further ordered that all other roads crossing  
 intersecting or connecting with the road aforesaid be raised or lowered and  
 so widened at the points of their said crossing, intersection or connection  
 therewith, as to render them properly safe and convenient for the traveler.  
 And it is further ordered that the grading of the road aforesaid which  
 is within the town of Bluefish be worked as not in any place to exceed  
 the angle of ascent or descent from a horizontal line hereafter mentioned.  
 The grade pins are all placed in the center of the location are all  
 driven down to near the surface of the earth, and the summit or  
 tops of said pins are the points of measurement for ascertaining



October Meeting 1868

The amount of excavation is embraced. The minute slopes of these  
 points that are at grade, are connected with the line of inclination, to point  
 the base of the traveled part of the road and the covering of it when re-  
 quired by this order is, in all cases, to be considered as placed on or  
 above the top or summit of said point and then the grade from that  
 on inclined in this direction as being towards, lower a stake driven  
 by the side of them bearing the same number as the side stake opposite  
 said grade from and corresponding stake. The submeasurement is given  
 in feet and the decimal parts of a foot. And said grading is as follows  
 to wit: From the commencement of the location to a point 100 feet west of  
 of a point in range of Lewis R. Chapin's bridge from a uniform grade  
 will be required, from thence to the end of the location a general surface  
 grade will be required. If necessary for the purpose of embankment  
 the meadow road may be lowered one foot for the whole width of the  
 same, and also the new location at the commencement of the same.

The County Commissioners having heard all persons and cor-  
 porations interested in relation to damages who appeared and de-  
 clared their consent and adjudge that the sum of One Hundred and  
 Fifty Dollars be paid to Lewis R. Chapin (\$150.00). All in full com-  
 pensation for all damages he will sustain in consequence of the former  
 location of a highway. No other persons or corporations in the opinion of  
 the Commissioners being entitled to damages were awarded. The  
 owner of the land over which said highway is located is allowed until  
 the first day of June A.D. 1869 to remove his buildings fences and trees  
 therefrom. And it is directed by the Commissioners that the town of Chapin  
 cause the foregoing construction and repairing of highway to be completed  
 in accordance with the foregoing order and to the acceptance of the County  
 Commissioners on or before the first day of November A.D. 1869. Plemons  
 Steadman of Chapin being disqualified to act on account of residence.  
 A.D. Bagg Special Commissioner was called and acted in his stead.

David G. Potter } County  
 Wm M. Loomis } Commissioners  
 A.D. Bagg } Special  
 Commissioner

All of which by the report of said Commissioners filed among the proceedings  
 on the original petition fully appears. And now the said report being  
 read and considered it accepted and the road established as and for a public  
 highway.



James Foster brought for  
recreation of business of  
Tuttle & Child

52

Commonwealth of Massachusetts Springfield 33

To the Honorable Commissioner for the said County of Springfield, Francis Weston, Collector of Taxes for the City of Springfield, in said County, for the year 1868, Complainant and shew to said Commissioner that Tuttle & Child of said Springfield joined to the first day of September A.D. 1868, were duly licensed by said Commissioner to sell intoxicating liquors in said Springfield, all of which with others by the records of said Commissioner. That said Tuttle & Child have failed and neglected to make to the Treasurer of said City of Springfield the return and payment required by the said Tuttle & Child by the twenty-second section of the amended and forty-first Chapter of the Statutes of 1868. whereby the license to the said Tuttle & Child has been forfeited; and your Complainant prays that said license may be revoked, and that the said Commissioner will adjudge and determine whether any tax still remains due and unpaid from the said Tuttle & Child and adjudge the amount thereof, and issue to your Complainant a warrant for the collection of said tax and that such other proceedings may be had in relation thereto as law and justice require. Dated at said Springfield, this Twenty-third day of January, eighteen hundred and sixty-eight.

Francis Weston, Collector of Taxes for the City of Springfield

The foregoing petition was entered at this meeting and was on the third day of March, eighteen hundred and sixty-eight. It appearing that respondents had not made any return prior to Nov 1, 1868 and no person appearing to urge the recreation of the license the Compt is dismissed.

Damages

It is ordered that there be allowed to Thomas Mc Mahon as damages to land caused by the location of the highway on the petition of the selectmen of Springfield in addition to the sum heretofore allowed him the sum of twenty dollars.

Damages

It is ordered that there be allowed to Thos. F. Sparshott as damages to land caused by the location of the highway on the petition of J. S. Needham & others in addition to the sum heretofore allowed him the sum of forty dollars.

Licenses

The Commissioner having given notice of their intention to license required by Sect 8 of Chapter 241 of the acts of the year 1868 and the applicants having deemed suitable persons and having severally paid the sum of one hundred dollars, accordingly granted licenses to the persons mentioned hereunder named to sell intoxicating liquors to be drunk upon the premises more particularly described in the back of each of licenses.

C. J. Hall  
James S. Pickens

Blanford  
Westfield



October Meeting 1868

Seems

The Commissioners having given the notice of their intention to license according  
by Sect. 8 of Chapter 191 of the acts of the year 1868 and the applicants  
being deemed suitable persons and having recently paid the sum of one hundred  
dollars accordingly granted license to the licensed individuals here-  
under named to sell intoxicating liquors to their actual and bona fide  
guests only to be drunk upon the premises more particularly described in  
the book of record of license

J. W. Mass  
James Gordon

Palmers  
West Springfield

Seems

The Commissioners having given the notice of their intention to license according  
by Sect. 8 of Chapter 191 of the acts of the year 1868 and the applicants  
being deemed suitable persons and having recently paid the sum of one hundred  
dollars accordingly granted license to the common victuallers hereunder  
named to sell intoxicating liquors to be drunk upon the premises more  
particularly described in the book of record of license

James Orr  
Frank C. Remington  
James Sullivan  
Edward Hickey  
E. C. Robinson  
Archibald & Fitzgerald

Springfield

Worcester

Springfield

Seems

The Commissioners having given the notice of their intention to license according  
by Sect. 8 of Chapter 191 of the acts of the year 1868 and the applicants being  
deemed suitable persons and having recently paid the sum of one hundred  
dollars accordingly granted license to the liquor dealer engaged in the  
other business in connection therewith hereunder named to sell intoxicating  
liquors not to be drunk upon the premises more particularly described in the book  
of record of license

Little & Paul  
Edwin S. Allen

Springfield

Westfield

Seems

The Commissioners having given the notice of their intention to license according  
by Sect. 8 of Chapter 191 of the acts of the year 1868 and the applicants being  
deemed suitable persons and having recently paid the sum of fifty dollars  
accordingly granted license to the persons hereunder named to sell their  
wholesale and retail to be drunk upon the premises more particularly



described in the book of record of licenses

James M. Loring  
Christopher Loring  
John Fitzgerald  
Andrew Wright  
Stephen Maloney  
Stark Loring  
Agnes M. Loring

Chapin  
Springfield  
"  
Chutes  
Holyoke  
"  
Holyoke

Licenses

The Commissioners having given the notice of their intention to become required by act 3. of Chapter 141 of the acts of the year 1868 and the applicants being deemed suitable persons and having received the sum of fifty dollars accordingly granted licenses to the persons hereunder named to sell intoxicating liquors not to be drunk upon the premises more particularly described in the book of record of licenses.

Lucy Burke  
John H.

Chapin  
Springfield

Licenses

The Commissioners having given the notice of their intention to become required by Sect. 3. of Chapter 141 of the acts of the year 1868 and the applicants being deemed suitable persons and having paid the sum of fifty dollars accordingly granted licenses to the persons & druggists hereunder named to sell intoxicating liquors not to be drunk upon the premises more particularly described in the book of record of licenses.

C. C. Bonditt & Co.

Licenses

The Commissioners having given the notice of their intention to become required by act 3. of Chapter 141 of the acts of the year 1868 and the applicants being deemed suitable persons and having paid the sum of one hundred dollars accordingly granted licenses to the distillers hereunder named to sell intoxicating liquors not to be drunk upon the premises more particularly described in the book of record of licenses.

E. Porter & Co.

Agawam

Land Damages

It is ordered that there be allowed as damages to land caused by the location of the highway upon the petition of James P. Allen & others as follows to William Welch the sum of fifteen dollars to George H. Allen in addition to the sum



October Meeting 1868

herefore allowed him the sum of fifty dollars

It is ordered that there be allowed as damages to land covered by the location of the highway upon the petition of J. L. Eaton and others to Mrs Benjamin Eaton the sum of fifty dollars

Land Damages

Sundry accounts being presented are allowed and ordered to be paid out of the County Treasury amounting to the sum of eight hundred and sixty eight dollars and sixty eight cents

Accounts  
\$868.68

The following persons are allowed the sum set against their names in full for damages to land taken for highway amounting to the sum of one thousand nine hundred and fifty two dollars and the same are ordered to be paid out of the County Treasury viz

Land Damages  
No. 1

Petition of Lorenzo S. Squier & others	
Irvin Maudsley	296.50
Albert M. Phillips	232.10
Augustus Merrick	19.50
Charles P. Fay	22.50
	<u>587.00</u>

Petition of Maria Morton et al	
John Mason	5.00
Wm Rhodes	5.00
Bridget Welch	65.00
Patrick Leary	70.00
Maria Leary	50.00
Thaddeus Chapin	100.00
Amos McCona	85.00
John Chapin	22.00
Edward Chapin	15.00
Bela Chapin	19.00
Alfred H. Loring	22.00
Nelson Bowman Chapin	15.00
Marshall Pease	112.00
Lyander Chapin	95.00
Samuel Chapin	100.00
Lucas B. Chapin	<u>250.00</u>
	995.00

Petition of George S. Taylor et al	
Lucas B. Chapin	95.00

See document on the page 2 of 2 of same matter Taylor et al vs State



Petition of James & Allen & Co.  
 Dickinson & Perkins 338.00 Henry of Marine M. Shaver 296.00  
 Geo H. Perkins 200.00

Petition of John S Needham & Co.  
 Henry of Nathaniel Parker 200.00 David Parker 64.00  
 Alfred Hitchcock 64.00 Francis Lincoln 111.00

Petition of Chapin & Gould  
 Lyman Parker 20.00

Petition of Ralph & Chapin & Co.  
 Silas W. Chapin 246.00 Orlando Kibbe 50.00  
 J. B. Calhoun 150.00

Petition of J. W. Leonard & Co.  
 Maria L. Hill 50.00 M. C. Heath 24.00

Petition of Selectmen of Chicopee  
 Thomas Mc Mahon (add all by special order) 96.00

Petition of John S Needham  
 Henry F. Spaulding (add all by special order) 46.00

Allowance to Mansfield & Palmer

It is ordered that there be allowed towards the expense of building the bridge and highway heretofore ordered by the commissioners upon the petition of the inhabitants of Mansfield and Palmer the sum of three thousand two hundred dollars and that the same be paid from the county treasury as follows - To the inhabitants of Palmer sixteen hundred dollars and to the inhabitants of Mansfield sixteen hundred dollars.

It is further ordered that there be allowed an additional expense towards the building said bridge and highway the sum of one hundred and seventy seven dollars and fifty cents to the inhabitants of each of said towns and that the same be paid from the county treasury.

Hampden SS December 21 1867

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest -  
 Fred M. Moul Clerk



December Meeting 1868

Commonwealth of Massachusetts  
 Hampden Co

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth day of December being the twenty second day of said month and from day to day to the twenty fourth day of said month and by adjournment on the twenty eighth and thirtieth day of said month to the thirty first day of said month in the year of our Lord one thousand eight hundred and sixty eight

Present

Samuel H. Potter Esquire } County  
 William M. Lewis " } Commissioners  
 Phineas Stebbins "

And by adjournment on the sixth day of January on the thirteenth day of said month to the fourteenth day of said month on the twenty eighth day of said month on the fourth day of February on the seventh day of March to the tenth day of said month and on the sixth and seventh days of April in the year of our Lord one thousand eight hundred and sixty nine

Present William M. Lewis Esquire

Phineas Stebbins " } County Commissioners  
 Randolph Stebbins "

Randolph Stebbins Esquire of Longmeadow having been declared by the board of examiners elected County Commissioners for the County of Hampden and knowing how duly sworn appeared on the sixth day of January and the board consisting of William M. Lewis Phineas Stebbins and Randolph Stebbins present to the chair of Chairmen. The whole number of votes cast is three of which William M. Lewis has two and is chosen Chairman for the year ensuing. Elbert L. Bagge of West Springfield on the eighth of March in said year is duly qualified as special Commissioner

To the County Commissioners of Hampden County

The undersigned citizens of Palmer and Wilbraham respectfully represent, that the highway leading from Palmer Depot, westerly by residence of Sumner B. Bliss & Palmer Esq. from between a first twenty rods easterly of the stone culvert over the Thayer Brook, to the east line of the Stearns lot in the new location of said road, is crooked and hilly and difficult to be wrought, is maintained in good traveling condition. And your petitioners believe that a new and more direct route can be obtained between said termini - better in winter

James I. Bliss Esq. Pet for

alter of highway in Hampden Co

Sumner B. Bliss & Palmer

2



of Palmer - or on the town of Monro - or partly in both of said towns - which will cover the hills and steep ground - Wherefore your petitioners respectfully request your honorable board to respond all orders for specific repairs upon the road between said towns and to run and relocate the same in the public or public convenience and necessity require James G. Allen and others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfieldville and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and eighty five and was continued from meeting to meeting until this meeting and now the petition is ordered to be dismissed.

James G. Allen Pet for a new location of highway in Palmer & Wilkesboro

To the County Commissioners of the County of Guilford  
The undersigned citizens of Palmer respectfully represent that there seems to be a misunderstanding in regard to the construction or meaning of the order passed by your honorable board upon the petition of A. B. Allen & others. Nowby your ordered certain alterations and specific repairs upon the road leading from Collins Depot in Wilkesboro partly in said Wilkesboro and in the town of Monro and Palmer to the bridge near the house of Monroe Mink in said Palmer - so far as relate to the widening of all of said road to the uniform width of twenty five feet - And whereas the authorities of the town of Palmer have doubts as their authority to order the widening of the road in the limits of their town to such uniform width, so as to bind them, except upon the order of your honorable board - Wherefore your petitioners pray your board a supplemental order, directing that in addition to the order already passed respecting said road, that so much of said road as lies between the Rail Road bridge at Collins Depot above said, and the Monro town line or near the home of the Jones near the foot of Shilohs Hill "is called" in the town of Wilkesboro, and also that portion of the road in the town of Palmer between the red house, near the home of Ben R. Johnson, and the new location near the house of Dickinson & Co. And that portion of the road in said Palmer between the Thomas District school house and the foot of the hill near George Collins home, and that portion between the culvert entirely of the Raup house and from thence to the bridge near the house of Monroe Mink above said shall all be graded and widened to the uniform width of twenty five feet, and to the satisfaction of your honorable board and in accordance with the general specification of the previous order Palmer Oct 24 1885

James G. Allen & others



December Meeting 1868

The foregoing petition was introduced at a meeting of the County Commissioners held at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty eight. At which meeting the said petition was contained to a meeting held on the fourth Tuesday of December in the year last aforesaid. At which meeting the Commissioners, desiring a view of the petition submitted, appointed Wednesday, the ninth day of May next next at nine o'clock in the forenoon, at Colburn's Depot in Wallingford as the time and place for viewing the petition; and caused a copy of said petition to be served upon the Clerk of the Town of Wallingford to Palmer being the town within which such alterations and repairs are prayed for thirty days at least before the time appointed for said view; and also caused abstract of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said petition and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was held, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of May the Commissioners met at the time and place appointed, and proceeded to view the petition, and taking said the same the Commissioners then determined to hear the petition at the same time of said view; and having heard the petition, said Commissioners then proceeded to consider and adjudge upon the prayer of said petition; and after considering the same said Commissioners then determined and then adjudge that Common Convenience and necessity require that the prayer of the petitioners should be granted.

Chas. B. Knight ) County Commissioners  
A. H. Munk )  
E. H. Ball ) Hampshire County

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered or accepted and the petition is ordered to be dismissed.



L. A. Calkins & Co. Pet  
for alter of highway in  
Waltham & Palmer  
t.

To the County Commissioners of the County of Hampshire, be it remembered, your petitioners, respectfully represent, that whereas certain petitions were before your board for specific repairs on some portions of the Public road between Waltham Depot in Waltham and the house of Allen Hastings in Palmer via for alterations around some parts of the old road, and showing some of these, fully answer the public wants and necessity, and having one petition before you asking for repairs on some portions of said road, and joining by others, in asking the work of a few other new, and therefore humbly pray your board to view said road and order such improvements by straightening and widening and grading the hills, especially the large hill as in your judgment, the public wants require.

L. A. Calkins & Co.

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County, on the fourth Tuesday of March in the year of our Lord eighteen hundred and sixty five. At which meeting the Commissioners, discussing a view of the premises appointed, Thursday, the ninth day of May, then next, and 9 o'clock in the forenoon, at the house of Waltham Depot in Waltham as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of Waltham and Palmer being the town within which said petition is prayed for, stating days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted on two public places in Waltham & Palmer in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Daily Union a newspaper published in said County, said posting and the last publication of such copy having been fourteen days at least before the time appointed for said view; and before said view was held, said Commissioners gave notice in like manner as aforesaid in the foregoing notice of the petition, to all persons interested, of the time and place for viewing said view.

And on the said ninth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted.

Chas. W. Winget ) County  
A. H. Merrick ) Commissioners  
L. G. Potter



December Meeting 1868

It is to be regretted that some persons have been so far from the spirit of justice as to publish a false report of the proceedings on the proposed petition fully appearing and now the said report being read and considered is accepted and the petition is ordered to be dismissed.

In the County Commissioners of the County of Hampden, The Town of Westfield in said County by its Selectmen Henry B. Davis William Brown & Edwin Gay and also sundry inhabitants of said Town whose names are hereunto subscribed hereby request that said Commissioners, after due proceedings had, would proceed to locate some certain Town way in said Westfield some point on or near the North Bank of the Great River at low water mark a little westward of the house occupied by Oliver Lockwell to the old Peabody Road at a point near where said road passes under the Western Rail Road for the purpose of establishing the boundary line of said town way as will appear.

Selectmen of Westfield that to now locate town way in Westfield

Feb 14 1868 H B Davis Wm Brown & Edwin Gayford  
Selectmen of Westfield et al

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord eighteen hundred and sixty five. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the twenty eighth day of March then next and were clerk in the premises, at the place then in Westfield at the time and place for viewing the premises; and caused a copy of said petition to be read before the clerk of the town of Westfield being the town within which such location is sought for, thirty days at least before the time appointed for said view; and also caused a statement of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield Free Press a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for examining said view. And on the said twenty eighth day of March the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the second Tuesday of April then next to the regular meeting of said Commissioners on the fourth Tuesday of June then next at which meeting the petition was read, and



after the hearing, said Commissioners proceeded to consider and adjudge upon the prayer of said petition, and after considering of the same, said Commissioners did adjudge that the prayer of said petition be granted and after adjudge that the petition be further continued from meeting to meeting, to the meeting of said Commissioners holden on the fourth Tuesday of June 1831 when said Commissioners appointed Thursday the tenth day of September then next and ten o'clock in the forenoon, at the Court House in said Westfield as the time and place where and where they would meet and proceed to locate said town way and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication were given and made, and as is before in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said tenth day of September met and proceeded to locate said town way as follows to wit:

Commencing at the North Westerly Corner of the Frederick Morgan then recollid being at the Northern end of the Easterly line of the location as described in the report of location made by the Selectmen of Westfield and accepted at a town meeting held Wednesday the third day of August 1831 then running South Westerly six and three quarters degrees West, more or less to a stone monument - Then same course two rods to the old bed of the river being the Southern end of the aforesaid Easterly line. The town way being 4 rods wide and on the Westerly or right hand side of the line as said and as described by the location of the Selectmen of Westfield; Excepting however as town way is made thereof as is contained in the location of the Public road. And now it is ordered by the County Commissioners that should any further expenses or costs arise in connection of the aforesaid location of a town way that the town of Westfield shall pay or bear all of the same to be paid.

Done at Westfield County  
 Wm. M. Lewis }  
 P. Steadman } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a town way.

The Substituted of Palmer  
 Not for a jury  
 14

To the Honorable the County Commissioners of Hampshire County  
 The Substituted of Palmer being agreed by the order of general court passed at a Special session thereof on the ninth of October last past, upon the Petition of C. A. Walker & others - Wherein you ordered the grading of



December Meeting 1868

The Shepard Hill, The Weaver Hill and the Thayer Hill is called with said town of Palmer and ordering the grading of the Thayer Hill to be completed before the first day of December current. Whereby signifying their protest against the order aforesaid for the following reasons viz 1<sup>st</sup> That the order is contrary to the public interests as has been decided by repeated adjudications of the Board.

2<sup>d</sup> Because so much of the order as relative to the Thayer Hill is called in in direct conflict with General Statute Chap 43 Sec 21 which gives to the undertakers and others interested until the 4<sup>th</sup> Monday of December current in which to enter their appeal from said order and demand a hearing by jury upon the matters and things included in said order. And you are hereby notified that the inhabitants of Palmer reserve their rights under said Statute Chap 43 Sec 21 of the General Statutes of the Commonwealth.

Palmer Dec 1<sup>st</sup> 1866

Inhabitants of Palmer  
by J. G. Allen  
their atty.

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of December in the year eighteen hundred and sixty six and was continued from meeting to meeting until this meeting and now the said petition is ordered to be dismissed.

To the County Commissioners for Hampshire County

The Inhabitants of Palmer being aggrieved by the order of the County Commissioners upon the petition of E. A. Collins & others passed at a special meeting of the Board held Oct 15<sup>th</sup> 1866 ordering specific repairs upon the road leading from Collins Depot to the House of Allen Hastings in said Palmer - to wit the Shepard Hill the Weaver Hill and the Thayer Hill is called - hereby protesting against so much of said order as relative to the Thayer Hill as illegal and void, and as to the residue of said order denoting the grading of the Weaver Hill and the Shepard Hill they claim an appeal - and apply for a jury to set upon the matter of said order and under the judgment upon bonds as provided by Gen Statute Chap 43 Sec 11 & 21

Dec 3<sup>rd</sup> 1866

Inhabitants of Palmer  
by J. G. Allen the atty

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of December in the year eighteen hundred and

The Inhabitants of Palmer  
Pet for a jury  
18



July 22, and was continued from meeting to meeting, and now  
the said petition is ordered to be dismissed.

The Petitioners of  
Palmer to enforce order of  
Commissioners

16

To the Honorable the Commissioners for Hampden County  
The Petitioners of the town of Palmer praying against the neglect &  
refusal of the town of Wilburham & Merion to build and maintain a road as  
laid out and ordered by the Honorable Board of Commissioners on the fourth  
Tuesday of December A.D. 1864 on the petition of J.B. Lacey & others wherein  
you ordered a new road to be built from a stone monument opposite the  
house of J.B. Lacey in said Wilburham easterly in said Wilburham, and  
in Merion and across lands of said Jones and of R.H. Johnson to a  
stone monument near a yellow pine tree, in the old highway, and across  
from a stone monument in the highway opposite the house of J.B. Lacey  
easterly in said Merion through lands of said Lacey & of the heirs of  
Nathan Lacey and George C. Lacey to a point near the old school  
house in the old highway hereby petition your Board to take such action  
as will enforce your decision of the fourth Tuesday of December 1864  
and cause the prompt building of said road, by said towns of Wilburham  
and Merion in accordance with the requirements of said order.

The Petitioners of Palmer  
by J.G. Allen

The foregoing petition was entered at a meeting of the County Commissioners  
held on the fourth Tuesday of December in the year of our Lord one thousand  
eight hundred and sixty six and was continued from meeting to meeting and  
it is now ordered that said petition be dismissed.

The Petitioners of Palmer set  
for a new hearing on petition  
J.G. Allen & others

17

To the County Commissioners for Hampden County  
Whereas a petition signed by James G. Allen, & other citizens of Palmer and Wilburham  
dated May 10 1865 praying for a suspension of all orders for specific repairs  
upon the road leading from Palmer Depot, westerly by the residence of Samuel B. Plowley  
from between a point westerly into easterly of the corner over the Thayer Brook, or  
called, to the East line of the Shears lot, in the new location of said road; and  
praying for the rebuilding of said road between said corner either in said Palmer  
or in said Merion, or partly in both of said towns - said Thomas said Board  
of Commissioners did order a view on said petition to be had on the 22<sup>d</sup> day  
of August A.D. 1865 which said view was had in Merion - and whereas the  
Board of Commissioners concerned in said case, did not adjournate before  
the official connection of a part of said Board terminated on the 1<sup>st</sup>



day of January 1868 and hereby we order or adjudication has been  
had upon the matter of said petition. Here petitioners desire for jury that  
you should to order another view of said premises and survey of the petition  
in person, and pass such order thereon as the public good requires.

The Inhabitants of  
Vinton by J. S. Allen  
their atty

The foregoing petition was entered at a meeting of the County Commissioners  
held on the second Tuesday of May in the year of our Lord one thousand  
eight hundred and sixty seven and was continued from meeting to meeting  
until it is now ordered that said petition be dismissed.

To the County Commissioners for the County of Hampshire  
The undersigned Citizens of Granville Westfield and Southwick in  
and County respectfully represent that the Public State requires that a town  
way be laid out commencing at a point between the house of S. P. Brown  
and the bridge both of said town across the North River and intersect the high-  
way leading from Granville to Westfield South of the house of R. H. Stoddard.  
We therefore petition your honorable board to cause the premises and locate a  
town way as above described the town of Granville having previously  
refused to accept of such town way after the same had been laid out by the  
Selectmen of said town of Granville.

S. P. Brown & others Pet  
for a town way in Granville  
35

S. P. Brown & others

The foregoing petition was entered at a meeting of the County Commissioners  
held at Springfield within and for said County on the fourth Tuesday  
of December in the year of our Lord eighteen hundred and sixty seven and  
was continued from meeting to meeting to this meeting and it is now ordered that  
said petition be dismissed.

It is ordered that there be allowed to Francis D. Lincoln as damages to land  
owned by the location of the highway on the petition of J. S. Medburn & others the  
sum of twenty dollars.

Land Damages

George Dwight & Nelson Wells Esquires of Springfield and E. D. B. Olcott  
City of Chicago are appointed assessors of the house of correction for the ensuing  
year.

Assessors of House of Correction

Charles Compton is named as his bondholder at Compton Hotel in the North

License



Parish of Orleans in Orleans

The Commissioners having given the notice of their intention to borrow as per act by act 5 of Chapter 191 of the acts of the year 1865 and the applicants being deemed suitable persons and having recently paid the sum of fifty dollars accordingly granted license to the licensed individuals hereunder named to sell beer and stout and cider to be drunk upon the premises more particularly described in the back of said of license

R. Bruckman  
John L. Linton  
Orleans  
Chairman

County Estimates

Estimated expenses of the County of Orleans for the year 1867 for which a tax is required -

For Payment of Taxes at the several Comtee	\$8310.
Services of Comtee	200.
Officers of the Comtee	1000.
Salaries of the Special & Co Comtee	1710.
Land Damages	3500.
Sheriff's Fees	200
Collection of Commissioners' Orders	300
Survey of Highways	300
Construction of Road & Filling Monuments	1500
Imprests	600 15,110

St. Paul & Others of Comtee

Provisions	2000
Clothing	1000
Fuel & Lights	1500
Reeds & Bedding	200
Salaries of Officers	2000
Repairs	500
Construction	550
Furniture	100
Drinking & Provisions	60
Medical Attendance	175 14,525



December Meeting 1868

St. Carl Henry		
Messenger	700.	
Reverend Books & Stationery	600.	
Refine	698.	
Paul & Light	350.	
Block of Books	400.	
Salary of Sheriff	1250.	
" " Treasurer	1000.	
Examiner of Accounts	50.	
Legal Expenses	50.	3048
Criminal Costs	11000.	11000
County indebtedness for orders		
Drawn & estimated on Treasurer	4944.	4944.
Total estimated		52967.
Deduct balance on Treasury Dec 31. 1868		14487
Am't called for by tax for year 1869		36500

Wm. M. Lewis } County  
 P. Hestman }  
 Randolph Hestman } Commissioners

The account of Wm. M. Lewis, Esq. County Treasurer being presented and found correct. County Treasurer's  
 a/c

On the twenty second day of December in the year eighteen hundred and sixty eight the Commissioners made report of their location of dikes in West Springfield which report is as follows

Location of Dikes  
 in West Springfield

Commonwealth of Massachusetts  
 At a meeting of the County Commissioners of the County of Hampshire held at Springfield in said County on the fourth Tuesday of December in the year eighteen hundred and sixty eight Upon the act authorizing the construction of two dikes in the town of West Springfield in said County the Commissioners at their meeting held on the second Tuesday of April and by adjournment on the first day of May in the year eighteen hundred and sixty eight having appointed Wednesday the twelfth day of May then current and nine o'clock in the forenoon at the house of John H. Brown in



said town of West Springfield in the time and place for locating said  
dike and caused notice of said meeting to locate on aforesaid to be published  
three weeks successively in the Springfield Daily Republican a newspaper pub-  
lished in said County - And on the said twentieth day of May the Commis-  
sioners met at the time and place appointed and adjourned to consideration  
of the same to the next regular meeting of the said Commissioners holden on  
the fourth Tuesday of June in the year aforesaid and thence from meeting to  
meeting to their meeting and now the said Commissioners having fully heard all  
the parties interested do hereby locate said dike as follows to wit:

Description of Location of Northern Dyke West Springfield located line  
commencing at a stone monument near the back of the Connecticut River on  
land of Mrs. Wolcott running thence S.  $31^{\circ} 45' E.$  106.0 feet to a stone monument  
on the westerly line of Charles Eliza Land thence turning to the right  $14^{\circ} 42'$  and  
running S.  $81^{\circ} 0'$  feet to a point thence right  $12^{\circ} 48' 40''$  feet to a point thence  
right  $48^{\circ} 39'$  106.8 feet to a point thence left  $80^{\circ} 45' 23''$  feet to a point thence  
right  $53^{\circ} 50' 32.8'$  feet to a point thence left  $96^{\circ} 40' 200.0'$  feet to a point thence  
right  $6^{\circ} 20' 139.9'$  feet to a point thence right  $28^{\circ} 00' 186.1'$  feet to a point  
(At this point the Location is 33.0 feet wide from here it is 20 feet wide)  
thence left  $5^{\circ} 30' 347.8'$  feet to a point thence right  $6^{\circ} 06' 171.4'$  feet to a  
point thence left  $80^{\circ} 45' 93.0'$  feet to a point thence right  $53^{\circ} 50' 32.8'$   
feet to a point thence left  $96^{\circ} 40' 200.0'$  feet to a point thence right  $6^{\circ}$   
 $20' 139.9'$  feet to a point thence right  $28^{\circ} 00' 186.1'$  feet to a point (At  
this point the Location is 33.0 feet wide from here it is 20 feet wide)  
thence left  $5^{\circ} 30' 347.8'$  feet to a point thence right  $6^{\circ} 06' 171.4'$  feet to a point  
thence right  $21^{\circ} 02' 111.7'$  feet to a point thence left  $100^{\circ} 00' 702.8'$  feet to a  
point on line with the westerly side of Mr. Moulton's house corner and  
4.5 feet westerly from north westerly corner of said house thence left  
 $15^{\circ} 15' 163.0'$  feet to a point on division line of lands of Mrs. Moulton and  
Colton (At this point the Location is 33.0 feet wide from 20.0 to 33.0 feet) thence  
left  $84^{\circ} 32' 284.7'$  feet on said division line to a point thence right  $80^{\circ} 00'$   
 $203.2'$  feet to a point (at which point the Location is narrowed from 33.0  
to 20.0 feet) thence right  $4^{\circ} 54' 659.0'$  feet to a point thence right  $9^{\circ}$   
 $45' 409.5'$  feet to a point on westerly line of Long Street thence right  $25^{\circ}$   
 $50' 203.0'$  feet on said line of Street to a point thence left  $88^{\circ} 27' 156.1'$   
feet to a point on westerly line of Geo. Hall's land thence right  $87^{\circ} 57'$   
 $10.7'$  feet to a point thence left  $90^{\circ} 00' 118.5'$  to a point thence right  $7^{\circ}$   
 $02' 210.0'$  feet to end of Location at the southeast corner of the lot on  
Hwy. Rail road. Description of Location of Northern Dyke West Spring-  
field located line - commencing at a stone monument 22.5 feet westerly  
from west end of Fall Bridge and on the westerly side of road run-  
ning thence S.  $30^{\circ} 40' E.$  213.1 feet to a stone monument thence turning to the



north  $91^{\circ} 11'$  and running 109.5 feet to a point - thence north  $20^{\circ} 34'$   
 62.5 feet to a point - thence left  $22^{\circ} 01'$  325.0 feet to a point on the west  
 skyline of William Smith's land - thence north  $3^{\circ} 15'$  457.5 feet to a  
 point - thence north  $45^{\circ} 10'$  350.0 feet to a point - thence left  $11^{\circ} 20'$   
 414.7 feet to a point - thence left  $11^{\circ} 13'$  189.7 feet to a point - thence left  
 $12^{\circ} 58'$  448.0 feet to a point - thence north  $20^{\circ} 45'$  150.0 feet to a point -  
 thence left  $25^{\circ} 29'$  200.0 feet to a point (this line is parallel to and  
 5 feet westerly from the west side of Patrick Connelley's house) - thence  
 left  $12^{\circ} 20'$  526.5 feet to a point - thence north  $24^{\circ} 45'$  494.7 feet to a  
 point - thence left  $7^{\circ} 22'$  701.0 feet to a point - thence north  $9^{\circ} 16'$  215.4  
 feet to a point - thence north  $42^{\circ} 39'$  114.2 feet to a point by the southerly  
 side of road - thence left  $55^{\circ} 54'$  417.4 feet to a point - thence north  $10^{\circ} 01'$   
 242.0 feet to a point - thence left  $1^{\circ} 18'$  150.0 feet to end of location.  
 This location is 33.0 feet wide to easterly line of William Smith's land  
 (118.0 feet westerly from second angle) - thence 49.5 feet wide to end  
 of location.

Daniel G. Potter } County  
 Wm. Mc Lewis } Commissioners  
 P. Steadman }

Which report being made was accepted and the location of the dike estab-  
 lished and a description of said location was deposited by the Commissioners  
 with the town clerk of West Springfield for record.

On the thirty first day of said December the Commissioners made report of  
 their determination as to the extent of territory benefited by said dike  
 and of their apportionment of the expense between the town of West Springfield  
 and the owners of land benefited and of the damages caused by the construc-  
 tion of said dike - together with the list of the names of persons benefited  
 by the construction of said dike.

Hampden S.S.

The following is the determination of the County Commissioners as to the extent  
 of territory benefited by the construction of the dykes in West Springfield  
 as authorized by Chapter 86 of the acts and resolves of the General Court in  
 the year 1865 and also as to what portion of the expense of construction  
 shall be borne by the town of West Springfield and what portion by the  
 owners of the land benefited by the construction of said dykes and the  
 amount of damages caused by the construction of the dykes to each of said  
 owners together with the list of names of persons benefited by the construc-  
 tion of said dykes. The extent of territory is bounded as follows  
 commencing on land of Mrs. Louisa Wildette at a point on the center  
 line of the Northern dyke and 17.5 feet southerly from a stone monument



at the Northerly end of said dike; following thence the center line of said dike, following thence the center line of said dike to its termination, at the embankment of the Boston and Albany Rail Road, thence by said accompanied embankment, Easterly, to the Northerly end of the dike built by Springfield Bridge Corporation thence by said dike Easterly to Bridge Street - thence across said street to the Easterly end of the Southern Dike, following thence the center line of said Southern Dike Westerly to a point opposite the South Easterly corner of land owned by John Park thence across Bridge Street Westerly to a point 106.0 feet Westerly from said corner, and on the Northerly line of said street thence N. 88° 30' W. 86.0 feet to a point thence N. 87° 50' W. 197.0 feet - thence N. 72° 20' W. 312.0 feet thence N. 57° W. 277.5 feet - thence N. 49° 50' E. 224 feet thence N. 80° 45' E. 265 feet - thence N. 49° 45' E. 209 feet thence N. 88° 30' E. 257 feet thence N. 74° 10' E. 200.5 feet thence N. 29° W. 415.5 feet thence E. 45° 45' W. 414 feet thence N. 31° 15' W. 377.0 feet - thence N. 61° 45' W. 211.5 feet thence N. 28° 15' E. 377.5 feet - thence N. 27° 30' E. 320 feet thence N. 47° E. 182 feet - thence N. 31° 15' E. 275 feet thence N. 30° 50' E. 212 feet - thence N. 15° 50' E. 244 feet thence N. 65° E. 158.5 feet - thence N. 29° 25' E. 231 feet thence N. 85° 45' W. 212.5 feet - thence N. 75° 30' W. 162.5 feet thence N. 66° 15' W. 220.0 feet - thence N. 36° 15' W. 225 feet thence N. 41° 30' W. 164.5 feet - thence N. 36° 00' W. 165.0 feet thence S. 25° 25' W. 277.0 feet - thence N. 30° 30' E. 93.5 feet thence S. 75° 30' E. 123.0 feet - thence S. 32° 00' E. 328.5 feet thence S. 70° 40' E. 248.0 feet - thence S. 48° 45' E. 250.0 feet thence S. 74° 15' E. 236.5 feet - thence S. 88° 45' E. 148.5 feet thence N. 86° 35' E. 191.5 feet - thence N. 51° 30' E. 175.0 feet thence N. 18° 00' E. 124.0 feet - thence N. 54° 00' W. 99.5 feet thence N. 61° 45' W. 110.0 feet - thence N. 45° 45' W. 159.0 feet thence N. 02° 45' W. 203.0 feet - thence N. 32° 00' W. 175.0 feet thence N. 48° 30' E. 146.0 feet - thence N. 67° 30' E. 168.0 feet thence N. 86° 00' E. 84.0 feet - thence N. 45° 15' E. 88.5 feet thence N. 43° 15' E. 260.0 feet - thence N. 69° 15' E. 187.0 feet thence N. 81° 00' E. 205.0 feet - thence N. 88° 30' E. 76.0 feet thence N. 37° 30' E. 211.0 feet - thence N. 41° 30' E. 130.0 feet, thence N. 48° 20' E. 227.5 feet - to the place of beginning

### Names of persons

benefitted by construction

of Dikes in West Springfield

List of names of persons benefitted by the construction of the Dikes - to wit

Springfield Bridge Co.

George W. Sergeant

John Lindsey

Charles Alden

Benjamin Barback

Edward Jones

John Northington

Nicajah Taylor

Wm Charles Gafner

William Hill

John Barnette

John H. Bannan

Sylvester Darg

Mrs. Sophia Smith

John of C. W. Eastonville

Charles Stephens

Charles Richards

John of Charles Gafner



James S. Baker  
 George A. Hall  
 Samuel Day  
 Estate of John Pollock  
 A. W. Allen  
 Mrs. Delaham P. Colton  
 J. D. Menley  
 Miss Francis Day  
 William A. Shaw  
 Gubert Bradley  
 Estate of Betsy Burt  
 Charles or Foster Day  
 Richard L. Corley  
 Miss Anna Smith  
 Joseph C. Chapin  
 Reuben F. Liker  
 Benjamin Day  
 Charles White  
 C. C. Taylor  
 Aaron T. Switzer  
 Samuel Corley  
 Hazel Phillips  
 Ephraim Lusk  
 Charles L. Leonard  
 Charles C. Meink  
 Henry M. Schumack  
 Frank Fairbanks  
 Jonathan Langston  
 Jerry Baldwin  
 John Shier  
 David Baldwin  
 Oliver Hart  
 Dr. W. S. Kifford

John Donaldson  
 George Glover  
 C. W. Stearns  
 Wm. Coleman Foster  
 George Jacobs  
 William C. Hatch  
 Henry White  
 Sophia W. Lyster  
 Edwin Kelly  
 Rodney Parsons  
 Charles Day  
 Mrs. Louisa W. Deane  
 Walter Corley  
 Edwin Chapin  
 Henry Loomis  
 Charles H. Day  
 Bela Lathrop  
 Joseph Meink  
 Homer Bartlett  
 Charles R. Corsett  
 Boston and Albany R.R. Corporation  
 Norman Day  
 Jesse A. Menley  
 Horace Smith  
 William Smith  
 Thomas Patterson  
 John M. Feather  
 Frederick N. Leonard  
 Mrs. Joanna Lynch  
 Estate of S. E. Spencer  
 Edward Parsons  
 Henry E. Nelson

### Appropriation of Cost

The County Commissioners have and determine that the town of West Springfield shall pay or cause to be paid towards the cost of construction of the Dikes the sum of Four thousand three hundred and fifty one and 1/2 per Dollars (\$4351.50) together with such additional sum as may be incurred in making the assessments as required by the several Chpts. of acts and resolve. And the County Commissioners further order

### Appropriation of Costs

of Construction of Dikes in West Springfield



(11517.12)

and determine that the owners of the timber benefited by the construction of the Dyke, shall pay the sum of eleven hundred and fifty dollars being the balance of the cost of said construction.

Amount of damages caused by the construction of the Dyke - to wit - to		
Mrs. Maria W. West		32.50
Charles Ely		57.00
Mrs. Eliza M. Bute		2.00
Redney Pomeroy		25.00
Calvin Pally		80.00
M. A. Shaw		30.00
Stephen M. Grier		22.50
Francine Day		13.00
Henry White		28.00
J. C. Mosley		53.00
Mrs. Adeline Bolton		168.00
A. W. Allen		3.00
Widow Hannah Fay		5.00
Estate of Laura Palmer		75.00
Mrs. James Price		4.00
George M. Hall		464.00
L. F. Porter		174.00
William Smith	477.50	477.50
Boston & Albany Rail Road		882.00
Charles F. Leonard		56.50
Luther Blin		115.00
Patrick Conighan		97.50
David Butterfield		127.50
Saguel Phillips		200.00
Epiphany Truck		365.00
Benjamin Mow	423.00	423.00
Fredrick W. Leonard		265.00
John Donaldson		40.00
Joseph Merrick		41.00
Horace Smith		425.50

Springfield Dec 31<sup>st</sup> 1917      Lord S. Potter } County  
 Wm M. Lewis } Commissioners  
 P. H. Admon }

Which report being read and accepted and adopted as the determination of said Commissioners upon the matter      day of January 1918 the Commissioners Council action of said determination official & published in the Springfield Republican & newspaper published in Springfield on said



December Meeting 1868

Bounty and on the day of the Commission  
deposited a list of such owners with the amount of damages  
awarded to each in the office of the town clerk of West Springfield to  
give notice thereof to said Springfield Republicans

Joshua Tracy of Messrs Benjamin H. Stearns of Bluefield and J. F.  
Bartholomew of Blandford were appointed assessors to assess the por-  
tion of the expense of constructing the dike in West Springfield to be  
borne by the owners of lands in the district benefited thereby

Dike in West Springfield  
Assessors appointed

To the Honorable the County Commissioners for the County of Hampden

John A. Colby et al Pet for jury  
27

Respectfully represent the complaint of John A. Colby, Emily Colby and Abby G. Kimball, all of  
Springfield in said County of Hampden, that they are and on the third day of November A.D. 1866  
are and ever have been seized in fee and in common of a certain parcel of land lying on  
said Springfield on the westerly side of Main Street in said Springfield, and bounded East  
by said street, Northwesterly on land formerly of William F. Beach and others, now of George  
S. Heath, Westwesterly by land of Abby G. Kimball, and Southwesterly by land of one James B. Prentiss  
and the said John A. Colby is seized of two undivided northern parts of said parcel, and  
the said Emily and Abby G. are seized each of three undivided southern parts of said parcel.

And on the fifth day of November A.D. 1866, the petition of William F. Beach and others,  
a copy of which is hereto annexed, was presented to the Mayor and Aldermen and Common Council  
of the City of Springfield in said County, and such proceedings were had upon said petition as  
appeared by the copies hereto annexed that on the tenth day of December A.D. 1866 the Westwesterly  
line of Main Street aforesaid was relocated and established in conformity with a report of the Committee  
of the City Council of said Springfield on Streets and Highways, a copy of which report is hereto annexed  
and by such relocation and establishment of said Westwesterly line of said street a part of the land of your complain-  
ants was taken for and as a part of said Main Street. And said Committee awarded to the heirs of the  
Colby Estate but not to your complainants, as damages the sum of seventy five dollars and the City Council  
did not award to your complainants any sum as damages for the taking of the land of your complain-  
ants as aforesaid nor order said sum of seventy five dollars nor any part of it to be paid to your com-  
plainants as damages. And your complainants say that they have sustained great damage by the taking  
of their land as aforesaid, and that they are aggrieved by the awardment of their damages thereby, and  
they pray that their damages may be ascertained by a jury as is by law in such case provided, and that  
such jury may be ordered by your Honorable Board, and that such other proceedings may be had in the  
premises, as this law requires to the ends that the compensation of your complainants for the taking of their  
land as aforesaid may be ascertained and paid.

John A. Colby et al

The foregoing petition was returned at a meeting of the County Commissioners held on the first Tuesday



of October, at which meeting it was ordered that the petitioners cause notice to be given to the said City of Springfield of the pendency of said petition by serving the clerk of the City of Springfield with an attested copy of said petition & of this order between forty days at least before the next regular meeting of said Commissioners to be held in said Springfield on the fourth Tuesday of December then next that they may then and there appear & show cause why the prayer of said petition should not be granted. and this petition was continued from meeting to meeting until the meeting held on the fourth Tuesday of June A.D. 1868 at which meeting it was ordered by the Commissioners that the Sheriff of said County remove a jury of twelve men to hear and determine the matters of complaint set forth in said petition. and this petition was continued to the meeting of the Commissioners held on the first Tuesday of October in the year last aforesaid at which meeting the following certificate was received from the Superior Court

John F. Colby & others Petitioners

The City of Springfield

In the matter of the petition for damages to land of the petitioners by the alteration of Main Street in Springfield by the petitioners and that they are entitled to and they demand in damages the sum of five hundred dollars.

John M. Harmon for use of

Joseph R. Ashley

Samuel Smith

William Bartholomew

E. B. Rong

Nathaniel Cutting

Charles Pittman

Fredrick Miller

M. Goodell

William Jackson

Oliver Fuld

R. B. Cook

Springfield Superior Court October 2<sup>nd</sup> 1868

In the County of Hampshire of the County of Springfield. The foregoing long returned note bears the sum of money with interest to the sum of five hundred & three dollars and fifty eight cents is returned into Court at this time and is accepted & allowed to be certified to the County Commissioners the costs are taxed at sixty two dollars & eighty eight cents.

George B. Nims Clerk

And this petition was further continued to this meeting and it was appearing that the matter of said petition has been settled by the parties no further proceedings are had therein.

Francis Norton Comptroller for the State of Maine of Patrick Fitzgerald

Commonwealth of Massachusetts Springfield, SS. To the County Commissioners for the said County of Hampshire  
Francis Norton, Collector of Taxes for the City of Springfield, in said County, for the year 1868 complains and shows to said Commissioners that Patrick Fitzgerald of said Springfield, prior to the first day of November A.D. 1868 was duly licensed by said Commissioners to be a seller of intoxicating liquors in said Springfield all of which will appear by the records of said Commissioners that said Fitzgerald has failed and neglected to make to the Treasurer of said City of Springfield the return and payment required to be made by the said Fitzgerald by the twenty second section of the one hundred and fifty first chapter of the Statute of 1868, whereby he became



December Meeting 1868

to the said George H. Pease, has been forfeited; and your complainant prays that said license may be revoked, and that the said Commissioners will adjudge and determine whether any tax shall remain due and unpaid from the said George H. Pease, and will for the amount thereof, and issue to your Complainant a warrant for the collection of said tax, and that such other proceedings may be had in relation thereto as law and justice require. Dated at said Springfield, this Twenty third day of November eighteen hundred and sixty eight.

Francis Norton } Collector of Taxes  
for the City of Springfield.

The foregoing petition was returned at a meeting of the County Commissioners held on the first Tuesday of October in the year eighteen hundred and sixty eight, and was continued to this meeting, and now no person appearing to urge the revocation of the license the complaint is dismissed.

Commonwealth of Massachusetts. Chapter 33. To the County Commissioners for the said County of Hampden, Francis Norton, Collector of Taxes for the City of Springfield, in said County, for the year 1868, complains and shews to said Commissioners that George H. Pease of said Springfield, prior to the first of November A.D. 1868, was duly licensed by said Commissioners to be a seller of intoxicating liquors in said Springfield, all of which will appear by the records of said Commissioners that said Pease has failed and neglected to make to the Treasurer of said City of Springfield the return and payment required to be made by the said Pease by the twenty second section of the one hundred and forty first chapter of the Statutes of 1868. Whereby the license to the said Pease has been forfeited; and your complainant prays that said license may be revoked, and that the said Commissioners will adjudge and determine whether any tax shall remain due and unpaid from the said Pease, and will for the amount thereof, and issue to your Complainant a warrant for the collection of said tax, and that such other proceedings may be had in relation thereto as law and justice require. Dated at said Springfield, this twenty third day of November eighteen hundred and sixty eight.

Francis Norton Collector of Taxes for the City of Springfield

The foregoing petition was returned at a meeting of the County Commissioners held on the first Tuesday of October in the year eighteen hundred and sixty eight, and was continued to this meeting, and now no person appearing to urge the revocation of the license the complaint is dismissed.

Francis Norton Compt for revocation  
of license of Geo. H. Pease

60



H. B. Smith & Co. Pet for new location  
of the Commissioners of the County of Hampden

56

To the Commissioners of the County of Hampden

Sheweth that the subscribers, Citizens of Westfield, that whereas there is a dispute whether or not there is an existing road leading from Great Street in Westfield, easterly to the road leading under the Railroad Bridge, and a long and expensive controversy has been carried on relating to said road, and whereas proceedings are now pending before your honorable body for certain action in the premises; and whereas it is desirable that the same should be definitely settled, and adjudicated; upon a petition presented in its terms to your full consideration we pray that you will cause the premises, established, altered, or discontinued, said alleged road, in whole or in part, or to locate said alleged road in whole or in part, or to locate said alleged road for the purpose of altering and changing the width of said road, at any point thereof later than the term and take such action in the premises as the public good requires.

Dated at Westfield this 2<sup>nd</sup> day of October A.D. 1865

H. B. Smith et al.

The foregoing petition was entered at a meeting of the County Commissioners on the 1<sup>st</sup> day of November within and for said County, on the first Tuesday of October in the year of our Lord eighteen hundred and sixty-five. At which meeting the Commissioners, having a view of the premises dependent, appointed Monday, the 1<sup>st</sup> day of December then next, and ten o'clock in the forenoon at the Court Room at Westfield as the time and place for reviewing the premises, and caused a copy of said petition to be read upon the clerk of the Court of Westfield being the town within which such establishing, alteration or discontinuance is prayed for hereby doing at least before the time appointed for said view; and also caused it to be of said petition containing the substance thereof to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a newspaper published in said County, said town, and the last publication of said copy having been posted at least before the time appointed for said view, and before said view was had, said Commissioners gave notice make known as directed in the foregoing title of the petition, to all persons interested, of the time and place for examining said view.

And on the said first day of December the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then adjourned the further consideration of the same to the next regular meeting, being the 22<sup>nd</sup> day of December. And on the said 22<sup>nd</sup> day of December said Commissioners did proceed to consider & adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that certain premises and hereby require that the prayer of the petition should not be granted, and that the petition be dismissed.

David G. Potter }  
Wm. H. Davis } County  
P. Peterson } Commissioners

And it is hereby the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and from the said report being read and considered as aforesaid, and the petition is ordered to be dismissed.



December Meeting 1868

Accounts

\$6802.13

Landy account being now paid and all paid and ordered to be paid out of the County Treasury according to the sum of \$10,000 eight hundred and ten dollars and sixty three cents.

Land Expenses

The following persons are allowed the same set against their names in full for damages to land taken for highway according to the sum of one hundred and twenty dollars within same are ordered to be paid from the County Treasury viz

Petition of James J. Allen & al

William Welch (all<sup>d</sup> by special order)

\$12.50

Geo H. Gaskins add<sup>d</sup> all<sup>d</sup> by special order in act

50.00

Petition of J. L. Eaton & al

Hon. Peng. Ireland (all by special order in act)

50.00

Petition of John S. Kullback

Francis D. Linsley (all<sup>d</sup> by special order)

20.00

Henry F. Goulding (see Act allowance)

65.00

130.00

Sanford Co April 12 1869

Judgment is entered up according to reports & c and all matters not settled upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo B. Morris Clerk



Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commissioners began and  
helden at Springfield within and for the County of Hampden on  
the second Tuesday of April being the thirtieth day of said month  
and by adjournments on the nineteenth day of said month and  
from day to day to the twenty first day of said month on the thir-  
teenth day of May on the first, third and seventh days of June  
in the year of our Lord one thousand eight hundred and sixty  
nine

Present William M. Lewis Esquire  
Thomas Stearns  
Randolph Tilton } County  
Commissioners

Rufus H. Barlow & al.  
Pet for a new highway in  
Southwick & Granville

2

To the Hon Board of County Commissioners of the County of  
Hampden. We the undersigned citizens, tax payers and legal  
voters in the town of Granville do most respectfully represent to  
said Board that the long and weary, and construction of a  
road from Town street in Southwick through the so called  
Notch to reach the grade road at Granville Corners would be  
a general and public convenience. Fully commensurate with  
the cost and expense of construction and for which reputation  
your Hon Board is now lay and construct, And in further rep-  
resent the public importance and necessity of your Board  
visiting the highway from Granville corner to Valley Brook bridge  
and ordering such changes in the grade of a portion of the hills  
on said highway as you may deem expedient and necessary -  
and also other improvements in the change of location as you  
may think proper for which reputation said Board, feeling  
that such changes and alterations as are positioned for on said  
highway would fully warrant the expense and amply satisfy  
the public demands and believing that the prayer of your memorial  
petitioners being answered will create the necessity of a road  
over long land or constructed from Town Hall to the North  
Town School house and will harmonize and conciliate all  
parties parties. All of which we respectfully submit for your con-  
sideration and consideration and we pray



Spent meeting 1897

R. B. Marlow & others

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said county on the first Tuesday of October in the year of our Lord eighteen hundred and sixty five and was continued to a meeting of said Commissioners held on the fourth Tuesday of December in the year last aforesaid at which meeting the Commissioners, deeming a view of the premises expedient appointed Friday, the seventeenth day of November then next at eleven o'clock in the forenoon, at the store of R. B. Marlow in Granville as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Granville and Southwick being the towns within which such new road and alteration are proposed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for examining said view, And on the said seventeenth day of November the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted so far as relate to the grading and repairing that portion of the new highway situate in the town of Granville, as by the report on viewing of said view and adjudication on file appears and said Commissioners at a meeting held on the second Tuesday of April in the year eighteen hundred and sixty six appointed Thursday the third day of May then next at eleven o'clock in the forenoon at the hotel at Granville corner in said Granville at the time



and place when and where they would meet and proceed to locate and this petition was continued from meeting to meeting to this meeting and now it is ordered that the petition be dismissed.

Samuel M. Bliss  
Pet for a Jury  
2

To the County Commissioners for the County of Hampden  
The respondent being aggrieved by the doings of the Commissioners in laying out a highway upon the petition of Abram Peiris and others in the estimation of his damages occasioned thereby prays that after due proceedings in the premises a jury may be duly ordered to assess the said damages.

October 31, 1865 Samuel Bliss

The foregoing petition was entered at a meeting of the County Commissioners held on the first Tuesday of October in the year eighteen hundred and sixty five at which meeting it was ordered that a jury of twelve men be summoned by the Sheriff of said County to hear and determine the matter of complaint set forth in said petition, and this petition was continued to the meeting of the said Commissioners held on the fourth Tuesday of December <sup>in the year</sup> at which meeting the following certificate was returned from the Superior Court.

"Hampden SS Superior Court March Term 1866

On the petition of Samuel M. Bliss for a jury to assess damages pending before the County Commissioners for said County upon which a warrant has been issued and a verdict returned to this Court.

It is now ordered that said verdict be accepted and that the same be copied to the County Commissioners said verdict is as follows

Hampden SS Nov 29<sup>th</sup> 1865

Verdict of the jury in the case of Samuel M. Bliss petitioner against the Inhabitants of the County of Hampden. The jury empanelled by Fred Bush Sheriff of said County of Hampden to enquire into the matter as to the damage that happens or accrues to Samuel M. Bliss by the laying out and establishing a highway over the land of said Bliss mentioned in the warrant in the case having been first duly sworn by F. Bush Sheriff and having chosen Henry Charles Freeman by ballot after carefully viewing the premises and fully hearing the evidence and the parties deposed and are verded is that the said Samuel M. Bliss recovers against the said inhabitants of the County of Hampden the sum of two hundred and ninety six <sup>100</sup>/<sub>100</sub> dollars as his damage sustained as aforesaid. The sum agreed upon is \$296 <sup>100</sup>/<sub>100</sub> dollars.



April Meeting 1869

(Signed by) Henry Charles  
& fellow

And the jury find further that the more general damage sustained by the said Saml M. Bliss to the farm of which the land over which the road is located is a part and for such find damage, not disproval and our verdict is that the said Samuel M. Bliss receive no damage the sum of dollars subject to the ruling of the Court which the question of law raised therein.

We find no damage

Signed by Henry Charles  
& fellow

And I further certify that the costs of the said Samuel M. Bliss for witnesses before the jury & costs before the Superior Court are twenty one dollar and twenty one cents \$21.21

Attest

Yes B. Morris Clerk of the  
Superior Court

And this petition was continued from term to term to this meeting and now the sum of \$51.21 having been ordered to be paid to Samuel M. Bliss for costs and expenses satisfactory to the parties the petition is dismissed.

To the County Commissioners of the County of Hampshire The undersigned citizens of Southwick and Westfield respectfully represent that the public convenience and roads require that a highway be laid out in the town of Southwick, commencing near a cherry tree South of the House of A. B. Loomis in said Southwick, thence south westerly and intersecting the highway leading past the house of J. L. Kellogg at such point as your Hon. Board may think proper. We therefore petition your Honorable Board to view the premises and lay out a highway as above described and also to discontinue such portions of the old highway as may be rendered useless by the new location.

Southwick July 20<sup>th</sup> 1868

A. B. Loomis & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty eight and was continued to a meeting holden on the fourth Monday

A. B. Loomis & others  
for a new highway and  
discontinuance of highway  
in Southwick



of December in the year last aforesaid at which meeting The  
 Commissioners, desiring a viewing of the premises aforesaid  
 appointed Monday, the eight day of March then next ensuing  
 and ten o'clock in the forenoon, at the house of H. Kellogg in  
 said Southwick as the time and place for viewing the premises;  
 and caused a copy of said petition to be served upon the clerk  
 of the town of Southwick being the town within which such  
 location and discontinuance are prayed for, thirty days at  
 least before the time appointed for said view and also caused  
 abstracts of said petition containing the substance thereof to be  
 posted in two public places in said town; and also gave notice  
 to all persons interested by causing a copy of said petition to be  
 published three weeks successively in the Springfield Daily Union  
 a newspaper published in said County, said posting and the  
 last publication of said copy having been fourteen days at least  
 before the time appointed for said view; and before said view  
 was had, said Commissioners gave notice in like manner as  
 described in the foregoing notice of the petition, to all persons  
 interested, of the time and place for commencing said view.  
 And on the said eighth day of March the Commissioners met  
 and the time and place appointed, and proceeded to view the  
 premises, and having viewed the same, and having heard <sup>the parties</sup> con-  
 sidered the further consideration of the matter to an adjourned  
 regular meeting at the Court House the month next at 11 o'clock  
 A.M. at which time & place a further consideration of the same  
 was had, and no person or corporation having appeared to  
 object thereto the Commissioners proceeded to adjudicate upon prayer  
 of the petition and did then and there adjudge, condemn  
 condemn and recovery require that the prayer of the petition  
 be granted And no person or corporation having appeared  
 to object thereto the Commissioners met upon the premises  
 described in the petition on Thursday the 15<sup>th</sup> day of April then  
 next at 9 o'clock in the forenoon and proceeded to locate as  
 follows - to wit Commencing at a stone monument standing  
 on the Westerly side of the old Westfield road leading from Town  
 street in Southwick past the Dwelling House of W. B. Lewis  
 then running South seventy five and a half degrees West,  
 over land of Fred. C. Kellogg six hundred and seven feet to  
 a Stone. Then over said Kellogg's land South sixty eight  
 degrees West one hundred and seventy four feet to a stone  
 monument on the South westerly side of the Meadow road



The lines are run and the bounds are set on the North West side or right hand side of the location and the same is located there on the other side except the last corner and distance which is three rods wide at the commencement and widens to five rods in width at the end. And now it is ordered that the Board Town of Southwick cause the road aforesaid which is within the limits of the said Town of Southwick to be worked, made, and completed in the most faithful and workmanlike manner, and as follows to wit: The said road must be thoroughly ploughed, when ploughing is practicable and be thoroughly cleared of stones stumps and roots. The top soil, when it is unsuitable for making a hard and permanent road, must be removed out of the traveled way or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. When the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet, exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over every part of the 16 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional width laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulation, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed, must be



constructed entirely without the traveled part of the road of 16 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road: they must be worked parallel with the center line of the traveled part of the road, without unnecessary variations in this direction; and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadows land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be carried, in manner before mentioned, from the edge of the exterior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavation or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, when railing is necessary for the safety and convenience of the traveler: the railing must consist of straight handsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantially well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joining or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or joints, at least one foot in length in such manner that the chamfered faces will fit and be close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial and work-



April Meeting 1867

manlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet with in the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said sixteen feet for the traveled part of the road. When the sides of embankments are constructed, or covered with substantial, well laid stone walls instead of the earth slopes before mentioned (and wherever materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be set back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial, well laid stone abutments, and be covered with the same materials, with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the road of 12 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a stick of chestnut timber ten inches on the bottom end inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly raised to the height of three feet and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary abutments must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments.



not less than two feet apart, and 18 inches high, and to be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be covered 12 inches in addition. The owner of land over which said road is located, retains the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent on the grading of the road, as hereafter directed and construct said culverts or bridges in manner provided for the bridges; and the said culverts when placed in must forever after be maintained by such owner, their heirs or assigns in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is located in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owner of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farm adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised, lowered and so widened at the points of their said crossing intersections or connection therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the



April Meeting 1867

Town of Southwick is awarded as not in any place to exceed the angles three degrees. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon: consider and adjudge that the sum of one hundred and forty five dollars be paid to Fred. C. Kellogg \$145.00 All in full compensation for all damage he will sustain in consequence of the aforesaid location of a highway.

No other persons or corporation in the opinion of the Commissioners being entitled to damage none are awarded.

The owner of the land over which said location of highway is made is allowed until the first day of July next to remove fence timber and trees therefrom. And it is directed by the County Commissioners that the town of Southwick cause the aforesaid repairing & construction of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of September A.D. 1867.

Wm. M. Lewis } County  
P. Steadman } Commissioners  
Randolph Stebbins }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the Honorable Board of County Commissioners within and for the county of Hampden

Doan. E. Gran Pet for a jury

Respectfully represents D. E. Gran of Monson in said County that the Selection of said Monson located and laid out on the twenty fifth day of October A.D. 1867 a town way beginning in said Monson at the South end of Green Street so called and running thence Southwesterly near the Pond of the Hampden Company about fourteen rods more or less thence easterly on land of said Gran about five rods more or less to land taken by said Selection of the Hampden Company aforesaid. And your petitioner says the selection of said Monson annexed at the time of the laying out of said town way his damages to be fifty dollars and no more and he is aggrieved therat and thereby and says the amount does not



record him sufficient for the damages he sustains by said  
laying out of said town way. Wherefore he prays that a jury  
may be ordered and empowered to view said road and the  
premises of your petitioner through which the same passes  
and assess such damages as they may deem your petitioner  
has sustained and may sustain in the premises.

Dated November }  
Sept 23<sup>d</sup> 1868 } Daniel G. Green

The foregoing petition was entered at a meeting of the County Commis-  
sioners holden upon the first Tuesday of October in the year eighteen  
hundred and sixty eight at which meeting the Petitioner appeared  
and agreed with the Commissioners upon Abner M. Denny  
Elisha Conner and Parker W. Webster as a committee to estimate the  
damages and a warrant was duly issued to said Abner M. Denny  
Elisha Conner and Parker W. Webster to hear and determine the  
matter of complaint set forth in said petition and this petition  
was continued to this meeting and now the following report of  
said committee and certificate of acceptance of Report by the  
Superior Court was received

Commonwealth of Massachusetts  
Hampden ss March Term 1869

Daniel G. Green Pet for a jury  
Abner M. Denny Elisha Conner and Parker W. Webster  
The committee agreed upon by the parties, make return  
upon their warrant to this court which return is as follows  
Hampden ss Nov 13<sup>th</sup> 1868

M. A. N. Denny Elisha Conner and P. W. Webster  
Commissioners named in the foregoing order have attended  
to the duty assigned us: viewed the premises and assessed damages  
sustained by Daniel G. Green in the sum of (\$35) one hundred  
and thirty five dollars

For  
Each per day \$5: \$15

A. N. Denny  
Elisha Conner  
Parker W. Webster

Which report is accepted by the Court and ordered to be  
recorded and certified to the County Commissioners. The costs  
in said proceedings are taxed at the sum of twenty four dollars  
and twenty two cents

Attest Geo B. Morris  
To the County Commissioners of Hampden County



To the Honorable County Commissioners of the County of  
Hampden

Respectfully represent your petitioner the Connecticut River  
Rail Road Company a Rail Road corporation by law established  
and having a portion of its Road, and a usual place of  
business within said County that additional land for  
Depot & Station purpose has become necessary near their  
present Depot and Station in Springfield in said County  
by and that they have selected and are desirous to  
take for such purpose, pursuant to the Statutes of the  
Commonwealth in such case made and provided a  
tract of land owned by one Joseph Carrier of said Spring-  
field which is bounded and described as follows to wit: East by  
by Fulton Street South by West by and North by the  
lands of said Company, and is opposite to said Com-  
pany's Engine House being a tract about thirty seven  
feet in width, and about ninety eight and one half  
feet in depth that said tract of land is necessary to  
said Company for the purpose aforesaid that they are not  
able to obtain such land by an agreement with the owner  
thereof and that they propose to take the same according  
to the provisions of law. said Company therefore makes  
application hereby to your honorable body to permit them  
to take said land for the purpose aforesaid and after due  
notice to the owner thereof to purchase the same within  
which the same may be taken.

Dated at Springfield this fourth day of May A.D. 1868

The Connecticut River Rail Road Company by  
D. L. Harris President

Commonwealth of Massachusetts

Hampden Co. County Commissioners Meeting May 7 1868

On the petition aforesaid it is now ordered by the Com-  
missioners that they will meet for the purpose of hearing  
and acting upon said petition at the Court House in said  
Springfield on Wednesday the 20th day of May instant at  
two o'clock P. M. and that the said petitioners notify the  
said Joseph Carrier of the time & place of said meeting  
by causing him to be served with an attested copy of  
said petition and order twelve days at least before said  
fourteenth day of May that he may then and there  
show cause why the purpose of said petition should not

Spice Meeting 1869

The Connecticut River  
Co. Pet. for leave to take  
land for Depot purpose  
belonging to Lucy  
Ginnard & others  
resided by mistake  
Error

See next page



The Connecticut R.R. Co. be let for leave to take of Humphreys  
 land for Depot purposes belonging to Tracy  
 Grinnell and others

To The Honorable, the County Commissioners of the County of Hampshire

Respectfully represents your Petitioners the Connecticut River Rail Road Company, that they are a Rail Road Company established by the laws of this Commonwealth and having a portion of their Road in this County duly located and Established, That additional Depot and Station grounds are needed near their present depot and Station in Williamansett in said County, and that they have selected and desire to take for such purposes pursuant to the Statute of the Commonwealth in such cases made and provided a tract of land lying Southwesterly of the road leading Easterly from the Williamansett Depot owned by Tracy Grinnell of said Williamansett and by the heirs of Tracy Grinnell late deceased bounded and described as follows to wit Northwesterly by said Road about fifteen feet, on the West by the land of your petitioners on the South by land of H. C. Town on the East by a line drawn from said Towns land at a point one hundred and fifty feet East of the East line of your petitioners land, and running to the middle of the arch of the Culvert across said highway, that said tract of land is necessary for said Company for the purposes aforesaid - that they are not able to obtain such lands by agreement with the owner thereof - and that they propose to take the same according to the provisions of law said Company therefore make application to your honorable body to permit them to take said lands for the purposes aforesaid and after due notice to the owner thereof to preserve the bounds within which the same may be taken

The Connecticut River Rail Road Company - by  
 D. L. Harris President

The foregoing petition was entered at a meeting of the County Commissioners holden on the fourth Tuesday of December in the year eighteen hundred and sixty eight at which meeting it was ordered by the Commissioners that they meet for the purpose of hearing and acting upon said petition at the Depot of the Connecticut River Rail Road Company at Williamansett in the Town of Chapin in said County on Tuesday the ninth day of March then next at two o'clock in the afternoon and that the said petitioners give notice



April Meeting 1867

of the time and place of said meeting by causing an attested copy of this petition and order thereon to be published once a week in the Springfield Daily Republican a newspaper printed in said County three weeks successively and that they further give notice to the said Nancy Emerald and all others interested in said real estate proposed to be taken by causing each of them to be served with an attested copy of said petition and this order said last publication and service to be fourteen days at least before the said seventh day of March that they might then and there show cause why the prayer of said petition should not be granted. The petition was continued to this term And now the Commissioners make the following report "In accordance with the foregoing petition and order thereon, the County Commissioners met at the time and place aforesaid and having read the premises, and heard the parties interested, the Commissioners continued the further consideration of the same, to the next regular adjourned meeting at the Court House, being on the tenth day of March then present. And on the said tenth day of March the Commissioners having further considered the same, the said Commissioners did then and there adjudge that the prayer of the petition be granted, And that land may be taken for the above named purpose within the following described limits. To wit Beginning on the Southern line of the highway leading easterly from the Depot in Williamsville, and at a point opposite the centre of the arched culvert under said highway, and running westerly by said highway to land of the petitioner, thence Southerly by land of said petitioner to land of George C. Lane thence easterly by land of said Lane to point one hundred and fifty feet easterly from the East line of said petitioner's land, thence northerly by a direct line to the point first named on the highway opposite the arched culvert

Wm. M. Lewis

P. Stedman

Randolph Stedman

} County Commissioners

Which report being read & accepted & the said Commissioners being duly sworn to take the land described therein for the purpose therein specified



Benjamin Clark & others  
Pet for location of new  
highway in Granville

32

To the Hon County Commissioners of the County of Hampden  
We the undersigned

We the undersigned citizens legal voters of the town of Granville do most respectfully represent that the public wants, necessities, and convenience require a road from the Valley Brook Bridge between the two Parishes of said Granville, southerly to the Hartland line in the State of Connecticut.

We therefore particularly request your Hon Board to cause said route to be located and ordered a road to be constructed - as we most sincerely and honestly believe that the opening of communication by this route with New Hartford - Hartland - Granville and Walfield, and developing a tract of country hitherto almost inaccessible, will well amply compensate the town for all expense incurred in the construction of said road.

Granville March 1869

Benjamin Clark & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said on the second Tuesday of April in the year eighteen hundred & sixty nine (this meeting), and the Commissioners, during a session of the premises expedient, appointed Friday, the twenty eighth day of May then next and nine o'clock in the forenoon, at the Valley Brook Bridge in Granville as the time and place for receiving the petition; and caused a copy of said petition to be posted upon the clerk of the town of Granville being the town within which such location and construction is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Newfield News Letter a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for examining said view. And on the said twenty eighth day of May the Commissioners met at the time and place appointed, and proceeded to view the premises, and having caused the same



April meeting 1869

The Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then continued the further consideration of the same to the next regular meeting at the Court House in Springfield, on Tuesday the first day of June then next.

At the said meeting on the first day of June the Commissioners proceeded to consider, and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of said petition be not granted.

Wm. M. Lewis }  
P. Steadman } County  
Randolph Stebbins } Commissioners

And now the said report being read and considered is accepted and the petition is ordered to be dismissed.

In conformity with a resolve of the general Court passed at their present session March 27<sup>th</sup> 1869 granting a tax of thirty six thousand five hundred dollars for the County of Hampshire the same is apportioned upon the several towns in said County in manner following:

Agassiz	\$702.46	Montgomery	\$181.70
Blanford	605.64	Palmer	1443.45
Brimfield	777.24	Rensselaer	252.25
Cheshire	543.02	Southwick	666.21
Chicopee	3593.47	Springfield	14383.96
Granville	615.74	Tolland	323.01
Holland	151.41	Wales	292.73
Holyoke	2796.04	Westfield	2553.09
Longmeadow	1059.88	West Springfield	1392.98
Ludlow	524.89	Wilbraham	789.22
Monson	1443.45		\$36500.00

And warrants have been issued dated May 13<sup>th</sup> 1869 directed to the Selectmen or the assessors of the several towns in the County directing them to assess the same upon the inhabitants of their respective towns and requiring their collectors or constables



to collect the same and pay the same to Mr. Wells Bridge County Treasurer or his successor or order by the last day of August ensuing as the law directs

Cornelius M. Bliss and Julia A. Bliss having released to the County of Hampden all claims for damages under a warrant for a Sheriff's jury and the judgment of the Superior Court thereon. The court ordered that there be allowed to them the sum of fifty one dollars and twenty one cents for costs and expenses incurred in said proceedings and that the same be paid to James C. Allen by their attorney from the County Treasury

The following persons are licensed by the County Commissioners April 13, L. L. Ferrell Holyoke common victualler H. Hutchins

Building on the North Side of Hampden Street

May 13 Amos Worcester Bromfield Innholder

James S. Peckard Westfield " Worcesterhouse at Westfield

John C. Buchanan " " Rail Road House North

the Bristol Albany Railroad

June 11, Thomas P. Watson Cheshire (Falls) Common Victualler Mrs. Russell Building Front St

Sundry accounts being now presented are allowed amounting to the sum of four thousand four hundred and seventy dollars and thirty two cents and the same are ordered to be paid from the County Treasury

The following persons are allowed the sums set against their names in full for damages to land taken for highways amounting to the sum of nine hundred and ninety eight dollars and the same are ordered to be paid from the County Treasury

Petition of Morris Morton & Co.

Patrick Leary	\$70.00
John Moran	5.00
Wm Rhodes	5.00
Bridget Welch	65.00
Morris Leary	50.00
Thaddeus Chapin	100.00
Henry McLean	85.00
John Chapin	22.00



April Meeting 1867

Widow Roxanna Chapin	15.00
Marshall Pease	112.00
Lyander Chapin	93.50
Samuel Chapin	150.00
Lucas B. Chapin	<u>250.00</u>
	491.00

Hampden June 11 1867

judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest Geo. B. Monis Clerk



Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty second day of said month and by adjournment on the twenty fourth day of June on the third sixth sixteenth to the seventeenth the twenty seventh to the twenty eighth days of July on the nineteenth day of August on the second and eighteenth days of September in the year of our Lord one thousand eight hundred and sixty nine

Brent William M Lewis } Chairman  
Phineas Estlin } County  
Randolph Stebbins } Commissioners

To Yeoman & Pet  
for a ferry

To the County Commissioners of the County of Hampden  
Humbly shews the petitioner that he is the owner of a tract of land in Watfield in said county on the North side of the Great river & lying on each side of the Highway leading from the wharf factory of Jasper R. Rand to the dwelling house of your petitioner which land is bounded as follows North on the Western Rail Road East on the line of Grace Kelle & son Ladd & Co South on the river & west on the Hampden & Hampden Rail Road containing one acre, through which land runs the highway aforesaid that at the North end of the bridge across said river there had been for a long time to wit for the term of fifteen years a passage way from the mill of said Petitioner under said road & under the land of said petitioner for the transportation of timber logs and other materials upon a private rail road to and from said mill: that in the months of July & August last past the said passage way was filled up by stone & gravel bestowed within the said passage & placed there by one Philip King and Joseph M. Ely & other persons acting under the authority of the Selectmen of the town of Watfield & of said town so that said passage way so far as it was upon the limits of said highway was rendered of no use to your petitioner: that on the sixth day of October last past your petitioner presented to the Selectmen of said town a petition for compensation for said injury and requested them to act upon the same that said Selectmen have hitherto neglected



June Meeting 1869

and refused to make any compensation to your petitioner  
& he therefore prays that he may have his damages  
ascertained by a jury in like manner as they are deter-  
mined in case of the laying out highways & according  
to the provisions of law a copy of which petition is herewith  
in herewith annexed

Per Yeoman Jnr

The foregoing petition was entered at a meeting of the County Commissioners  
held on the foregoing petition it was ordered that the petitioner  
have notice to be given to the inhabitants of said town of  
Westfield of the pendency of said petition by serving the  
clerk of said town with an attested copy of said petition and  
of this order within thirty days at least before a meeting  
of the said Commissioners to be holden on Wednesday the  
fifteenth day of April then next at Springfield in said County  
at nine o'clock A.M. that they might then and there  
appear & show cause why the prayer of the said petitioner  
should not be granted and this petition was continued from meeting  
to meeting until the meeting holden on the second Tuesday of April  
in the year eighteen hundred and sixty seven at which  
meeting it was ordered that a jury of twelve men be summoned  
by the Sheriff of said County to hear and determine the matter  
of complaint set forth in said petition and this petition was con-  
tinued from meeting to meeting until the meeting holden on the  
first Tuesday of October in the year eighteen hundred and sixty  
three at which said meeting the following certificate was received  
from the Superior Court "On the petition of Per Yeoman Jnr  
for a jury to estimate damages pending before the County  
Commissioners for said County upon notice a warrant has been  
granted & a verdict returned into this Court It is now ordered  
that

The verdict be set aside

and that the same be certified to the County Commissioners"

And this petition was continued from meeting to meeting until the  
meeting and now the petitioner having made no further ap-  
plication for a jury since the verdict was set aside the petition  
is dismissed.



Horace Waller & Co. vs. The County Commissioners of the County of Hampshire.  
 after a Decree in Chancery in Brimfield & Holland  
 The undersigned respectfully request that the public highway  
 from the Bridge near the house of John Carpenter in Holland  
 passing the house of Mr. J. Simon Edwards Bridge and  
 Charles Jones in Holland, and passing Blue Barnston in  
 and then in Brimfield, to the Bridge crossing the River  
 Lane in East Brimfield be called "a narrow crooked belly  
 indirect and inconvenient. Wherefore your petitioners request  
 your Honorable Board to view the premises and make choice  
 of new route, said road, and discontinue such parts of the  
 highway as may be useless or make such alterations and improve-  
 ments as shall appear to your Honor necessary. And your  
 petitioners at in duty bound will ever pray

Horace Waller & Co.

The foregoing petition was entered at a meeting of the County  
 Commissioners holden at Springfield within and for said  
 County on the second Tuesday of April in the year eight  
 hundred and sixty six. At which meeting the Commissioners  
 deeming a view of the premises expedient, appointed Friday, the  
 eighteenth day of May then next and ten o'clock in the forenoon  
 at the house of John Jones in Brimfield as the time and  
 place for viewing the premises; and caused a copy of said  
 petition to be served upon the clerk of the towns of Holland and  
 Brimfield being the towns within which such new road and  
 alterations are prayed for, thirty days at least before the time ap-  
 pointed for said view; and also caused abstracts of said  
 petition, contain the substance thereof, to be posted in two public  
 places in said town; and also gave notice to all persons interested  
 by causing a copy of said petition to be published three weeks successively  
 in the Springfield Republican a newspaper published in said  
 County, said notice and the last publication of said copy having  
 been fourteen days at least before the time appointed for said view;  
 and before said view was had, said Commissioners gave notice  
 in like manner as described in the foregoing notice of the petition  
 to all persons interested of the time and place for commencing  
 said view. And on the said eighteenth day of May the Com-  
 missioners met at the time and place appointed, and proceeded  
 to view the premises, and having viewed the same the Commissioners  
 then determined to hear the parties at the same time of said  
 view and having heard the parties said Commissioners then pro-  
 ceeded to decide and adjudge upon the prayer of said petition



June Meeting 1867

and after considering the same, said Commissioners did then and there adjudge that similar reasons and necessity require that the prayer of the petition should be granted as by the report in writing of said view and adjudication on file appears. It follows by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the report being read and considered is accepted and the petition is ordered to be dismissed.

To the County Commissioners of the County of Hampden your petitioners, citizens of said County

Respectfully Represent: That the public convenience will be subserved by the alteration of the location of a certain portion of the highway, leading from the post Baptist Church in Helyoke in said County, to the dwelling of Pelatiah Ely in said Helyoke - to wit: That portion thereof extending from a point opposite the dwelling of Alexander Day, to the barn of said Pelatiah Ely, about two thousand feet, and your petitioners request your Hon. Board to alter the location of said portion so that the same will run more nearly in a straight line, and to discontinue such part of the present highway as may be expedient, and to take such further action in the premises as law and the public convenience may require.

Helyoke, Sept. 24<sup>th</sup> 1867

J. S. Davis & others

J. S. Davis & others Pet  
for alter of highway  
in Helyoke

10

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of October in the year of our Lord eighteen hundred and sixty seven and was continued to a meeting holden on the first Tuesday of October in the year last aforesaid at which meeting the Commissioners deeming a view of the premises expedient and proper gave notice that they would meet for the purpose of said view, at the dwelling-house of Pelatiah Ely in Helyoke on Wednesday the sixth day of November next at ten o'clock A.M. and it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County or his Deputy, upon the Clerk of the Town of Helyoke in said County, thirty days at least before the said sixth day of November and that all other persons and corporations interested therein be notified, by publishing a copy



of said petition and the order thereon, once a week in the Springfield Daily Republican a public newspaper printed in said county. These weeks successively the last publication to be printed days at least before the term of said term. And also further ordered by the Commissioners that copies of said petition or abstracts containing the substance thereof and this order be posted up by said Sheriff or Deputy in two public places within the term of twelve months days before said sixth day of November and that notice be given in manner aforesaid to all persons and persons interested, that the County Commissioners claim a view of the premises expedient and proper and that a view of the same will be taken by them at the time and place aforesaid.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the petition is ordered to be dismissed.

For Yeomans & Pet  
for a survey  
11

To the County Commissioners for the County of Herkimer  
Report For Yeomans & Pet of Westfield in said County that  
he is the owner of a tract of land in said Westfield bounded  
north on the Pochasse road, so called East on David Mosley  
South on Great River and West on the highway leading from  
Great River northward across the Western Rail Road & containing  
about one acre with the building thereon, that he is aggrieved  
by the doings of the Commissioners of said County upon the pe-  
tition of H. B. Luce & others. Selectmen of said Westfield to locate  
a new road part of the Pochasse road on said Westfield which  
lies between the house of Mr Yeomans and a point near  
Great River Bridge between said Bridge and the Western Rail  
Road Depot for the purpose of establishing the boundary line of  
said first mentioned road in the estimation of his damages  
occasioned by the new location of said road over said land of  
said petitioner. Wherefore he prays that after due proceedings  
had in the premises a jury may be ordered to assess his said  
damages. The foregoing petition was entered at a meeting holden on the  
first Tuesday of October in the year eighteen hundred and sixty  
seven and was continued from meeting to meeting to the next term.

Upon the foregoing petition it is ordered that the petitioners cause notice  
to be given to the inhabitants of Westfield of the pendency of said pe-  
tition by serving the clerk of said town of Westfield with an attested



June Meeting 1867

copy of said petition and of the order thereon thirty days at least before a meeting of said Commissioners to be held at the Court House in Springfield within and for said county on the nineteenth day of August next at seven o'clock in the forenoon that they may then and there appear and show cause why the prayer of said petition should not be granted, and on the said nineteenth day of August the inhabitants of Westfield file the following motion. And now the inhabitants of Westfield in said County who have been summoned to appear here this day before said County Commissioners moving the right to power of the Commissioners to require them to appear hereby move that the said petition be dismissed and all further proceedings thereon be stayed and arrested because application to said County Commissioners, for a jury to raise the proceedings of said Commissioners as prayed for in said petition was not made within one year from the time of the adoption of the order locating across the front of the highway described in said petition or in establishing the boundary line thereof no suit having been instituted within the year aforesaid wherein the legal of the proceedings of the Commissioners in locating across said highway was drawn or sought to be drawn in question. As will ever pray - And now the parties having been heard the jury is refused and the petition is dismissed.

To the County Commissioners: For the County of Hampden. Your Petitioners, Selectmen of the town of Southwick humbly request that the road as laid out by your board in the town of Southwick; from near the house of J. M. Bacon to the intersection of the road leading from Lucien Bacon to the house of J. M. Johnson in said town of Southwick, is not necessary to sustain the public wants, taking into consideration the great expense, compared with the small amount of travel that would pass over said new road if constructed and also the convenience of a new road already built to accommodate the travel from that part of the town to the center, makes it appear to us and we also think to a very great majority of the inhabitants of the town, to be entirely unnecessary, or needless, to accommodate the public wants or convenience.

We therefore pray your board to leave said road and take

Selectmen of Southwick  
Pet for discontinuance of  
Highway in Southwick

15



such action in reference to discontinuance as in your judgment the public good and necessity require, as in duty bound will ever pray.

M. A. Moore } Selectmen  
 Cabron Gamson } of  
 Benner Pease } Southwick

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield on the fourth Tuesday of June in the year eighteen hundred and sixty eight, and was continued from meeting to meeting to the meeting of said Commissioners holden on the fourth Tuesday of December in the year eighteen hundred and sixty eight at which meeting the Commissioners, deeming a view of the premises expedient, appointed Monday, the eighth day of March then next and one o'clock in the afternoon at the house of David Lamson in Southwick as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Southwick, being the town within which such discontinuance is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said printing and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said eighth day of March the Commissioners were met at the time and place appointed, and continued the same to the Court House March 9<sup>th</sup> at nine o'clock A.M. at which time it was further continued to the 16<sup>th</sup> day of April when a hearing was held at the Towns First School House in Southwick. After the hearing, the matter was further continued to April 19<sup>th</sup> at the Court House, & from time to time to the 26<sup>th</sup> day of June, at which time the Commissioners determined that the prayer of the petition should not be granted.

M<sup>rs</sup> M. Lewis }  
 P. Hedeman } County  
 Randolph Utting } Commissioners



June Meeting 1867

And this petition was continued to this meeting and now the same report is accepted. All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and <sup>considered</sup> is accepted and the petition <sup>dismissed</sup> dismissed.

The undersigned legal voters of West Springfield, in said County, represent that the public convenience requires that the highway in said West Springfield between School Lane and the road leading from Springfield to Agunnon Pond, should be widened and straightened and they further represent that crossing the railroad over the track of the Boston & Albany Rail road is dangerous and the public safety requires that the said highway at the place of said crossing may be constructed <sup>under</sup> and beneath the track of the Boston & Albany Rail Road Company. We therefore pray your honorable board will view the premises, and take such action, as the public safety and convenience requires.

Joseph Morrish & others

Joseph Morrish & al  
Pet for alter of highway  
in West Springfield and  
for constructing the same  
across the Boston &  
Albany R.R. under  
the same

20

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the fourth Tuesday of June in the year eighteen hundred and sixty eight and was continued to a meeting holden on the first Monday of October in the year last aforesaid at which meeting the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the tenth day of November then next and two o'clock in the afternoon, at the house of John H. Cannon in West Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of West Springfield and the Boston and Albany Rail Road Company being the town within which such alterations were prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said printing and the last publication of said copy having been fourteen days at least before the time appointed for



said town: and before said town was had, said Commissioners gave notice in like manner as directed in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said town. And on the said fourth day of November the Commissioners met at the time and place appointed, and proceeded to read the petition, and having read the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the fourth Tuesday of December then next at which meeting the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that a town was necessary and required that the prayer of the petition be granted and after adjudicating as aforesaid, said Commissioners appointed Tuesday the first day of June then next and one o'clock in the afternoon, at the house of John H. Bunker in said West Springfield as the time and place when and where they would meet and proceed to locate and the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, after proceeding to town except publishing an abstract of said petition instead of a copy thereof, on the said first day of June met and proceeded to locate as follows to wit:-

Beginning at a Granite monument on the westerly side of the highway leading from West Springfield Common to Springfield Bridge and running and a half feet northerly of the north line of Ferry Street, as now traveled, and fifty feet distant from the north east corner of Charles C. Taylor's house lot, and running thence on land of Joseph Morrish, the old road and heirs of Chauncy Fowler South fifty seven and a half degrees West, five hundred seventy and a half feet to a Granite Monument, thence South forty five and a quarter degrees West, making an angle of twelve degrees and fifteen minutes to the left, and over said old road, Morrish and Fowler land, seventy one and four quarters feet to a Granite monument - thence South thirty two degrees and four minutes West, making an angle of thirteen degrees and ten minutes to the left over said Morrish, said Fowler and Corbys land, and the old road as bounded and shown feet to a Granite



June 2nd 1872

monument on the W. side of a new street; thence overland of Alexander M. Allen and the Boston and Albany Rail Road Co. S. 25° 45' E. 100 yds and 100 yds W. making an angle of 125° 45' and 40' 30" to the left two hundred and eleven and a quarter feet to a granite monument on the S. side of the embankment. thence over Bridge Street, and land of George N. Hull S. 21° 15' E. and a quarter degree W. making an angle of 100° 15' to the right; one hundred and ninety six feet to a granite monument on line between land of George N. Hull and the Boston and Albany Rail Road Co. S. 21° 15' E. The line is run on the N. side, or right hand side of the highway and the same is located fifty feet wide. And now it is ordered that the Boston and Albany Rail Road Corporation cause the traveled part of said highway which passes over and across the land of said Corporation to be constructed under and beneath the tracks of their said railway; the traveled part of said highway to be constructed on the center of the location, and parallel with the center line thereof; so that the traveled part when completed, shall not be less than twenty feet wide exclusive of the side ditches, which are to be constructed according to the printed specifications hereto annexed, and the traveled part of the road is to be constructed similar in all respects to that part of the highway described in said printed specifications; except that the grade thereof shall not exceed one and a half degrees of inclination, and the road bed under the tracks shall be at the surface eleven feet clear below the structure supporting the road and tracks, and shall be graded each way from the center of said railway for a distance of one hundred and fifty feet. the grade ascending on each side two feet and sixty two one hundredths in one hundred feet; and the excavation for the road bed under the railway, must be drained in a suitable manner into the low grounds of said Corporation, North of and adjoining their Railway. And now it is further ordered that the said town of West Springfield cause the road opened which is within the limits of the said town of West Springfield to be worked, made, and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, when ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, when it is unsuitable for making a hard and permanent road



must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 11 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 24 feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the side of the traveled part thereof to its center to the height of 15 inches. And the traveled part thereof must be worked to the width of 24 feet, exclusive of the side slopes and of the ditches: so that carriages and teams may pass with safety and convenience over any and every part of the 24 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional width laid out for materials in constructing the road, except near its angle, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 24 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road: they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side, over swamps or meadow lands where the road is made by embankment, and is safe from its



June Meeting 1869

inglets to settle or sink through the road, the side ditch shall in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must be covered in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. The sides of excavations or embankments where the materials are of a loamy or alluvial character must be made at an angle not exceeding forty five degrees; where the materials are loam gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railroded, when raiiding is necessary for the safety and convenience of the traveler; the railing must consist of straight handsome chestnut poles, not less in any part than four inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stone two feet high above the face of the road, and not less than eight inches in diameter at their base may be substituted for the stone posts aforesaid. All primings or splittings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the priming ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said priming or splitting. Or a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner interfering or interfering with said feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial well laid stone walls in-stead of the earth slopes before mentioned



and where the materials can be obtained at a reasonable expense, the kind of structure will be required, (1) such walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height. The inner face thereof being perpendicular. The road and its bed must be no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the inside feet clear of all obstructions for the traveled part of the road as aforesaid. (2) Bridges must be constructed with substantial, well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a covering of the road of . . . inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the plank must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded along each side of the bridge for securing the edges of the plank against slipping from wheels in their passage to and from said bridge. All bridges must be made twenty or less feet long, measured at right angles with the direction of the road, and be substantially and properly raised to the height of three feet, and to the width of not less than 8 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be covered 15 inches in addition. The owner of land over which said road is located, retain the legal right to construct cattle culverts or frame bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culvert or bridge in manner provided for the bridge; and the said culverts when placed in must forever after be maintained by such owners, their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building on the best slope for placing in a back wall of the corner of a



June Meeting 1869

and building shall select otherwise into slope such side bank as to cause the least possible injury to said building or the appurtenances thereto, provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing. If in such case no railing can be allowed and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their former shape as may be. Trees that have been planted or raised beside the proposed traveled way by the owner of land over which said location is made whether for the fruit they yield, or the shade and ornament they furnish to the farm adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossing, intersections or connections therewith as to render them perfectly safe and convenient for the traveler. And it is further ordered that the grading of the road aforesaid which is within the town of West Springfield be so worked as not in any place to exceed the angle of ascent or descent from a horizontal line (The grade of said traveled part of the highway shall be uniform from the center of the road bed of said line to a point one hundred and fifty feet easterly of the center of the passage under the track of the Boston and Albany railway at the ordinary surface point. The County Commissioners having heard all persons and corporation interested in relation to damages, who expressed a desire to be heard thereon, consider and adjudge that the sum of one hundred and twelve dollars and fifty cts. be paid to Joseph Minch

\$ 112.50

And that the sum of sixteen dollars be paid to Alexander W. Allen

16.00

And that the sum of twenty five dollars be paid to the heirs of Chauncy Foster And that the sum of ten dollars and fifty cents be paid to Simon Cook

25.00  
10.50

And that the sum of one hundred and ninety dollars be paid to George H. Hall

190.00

\$ 544.00

All in full compensation for all damage they will sustain



in consequence of the aforesaid location of a highway. And no other person or corporations, in the opinion of the Commissioners being entitled to damages now are awarded. The owners of land over which said highway is located are allowed until the first day of September A.D. 1869 - to remove their fences and trees therefrom. And it is directed by the County Commissioners, That the Boston and Albany Rail Road Company, and the town of West Springfield cause the above described alteration and construction of highway to be completed in accordance with the foregoing order, and to the acceptance of the County Commissioners on or before the first day of July A.D. 1870.

Wm M Lewis

P. Stebbins of County

Randolph Stiles Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

George A. Hall and Pet  
for alter. new highway  
& diversion of highway  
in West Springfield  
& alteration & specific  
repairs of highway in  
Agassiz

22

To the County Commissioners for the County of Hampden

The undersigned, legal voters of said County & of West Springfield in said County, represent that the public safety and convenience requires that the highway in said West Springfield, between the Springfield Bridge and the Agassiz Bridge should be straightened, and that part of the said highway between the Dry Bridge in said Town, and the first rail road crossing west of said Dry Bridge, should be discontinued and a new highway laid out and constructed running south of the house of William Smith about midway between the Boston and Albany Railroad and the dike as nearly in a straight line between the two Bridges aforesaid as may be practicable. We therefore pray that your Honorable Body may view the premises and take such action as the public convenience and safety may require - and that the highway from Agassiz Bridge to Feeding Hills may be indeed, straightened and repaired.

George A. Hall & others

(All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears.)  
The foregoing petition was entered at a meeting of the County Commissioners held at Springfield on the first Tuesday



Jura Meeting 1867

of October in the year of our Lord eighteen hundred and sixty eight. At such meeting the Commissioners, do cause a view to be taken and adjourned, appointed Tuesday, the tenth day of November then next at nine o'clock in the forenoon, at the house of John H. Bannan in West Springfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of West Springfield and Agassiz Town within which such highway is prayed for thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town: and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view: and before said view was had, said Commissioners gave notice in like manner as directed in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view, And on the said tenth day of November the Commissioners met at the time and place appointed, and proceeded to view the premises and having viewed the same the parties were heard, and after the hearing, said Commissioners adjourned the further consideration of the petition to the next regular meeting at the Court House on the 22<sup>nd</sup> day of December then next, and on the 22<sup>nd</sup> it was continued to the 23<sup>rd</sup> inst., at which time a further hearing was had at the Court House - The subject was further continued from time to time till the 30<sup>th</sup> day of December current, when the Commissioners proceeded to consider and adjudicate upon the prayer of said petition: and after considering the same said Commissioners did then and there adjudge, that common convenience and necessity require that the prayer of the petition be granted and after adjudicating as aforesaid, said Commissioners appointed Tuesday the sixth day of July then next at nine o'clock in the forenoon, at the house of John H. Bannan in said West Springfield as the time and place when and where they would meet and proceed to locate according to said adjudication and the said Commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and petition was given and made, and as is by law in such



was made and provided. Upon proceeding herein except publishing an abstract of said petition instead of a copy thereof on the sixth day of July A.D. 1869. And by adjournment from time to time to Tuesday the twenty seventh day of July A.D. 1869 when said Commissioners met and proceeded to locate as follows - to wit: Beginning at a stone monument on the southerly side of Bridge street byland of the Boston and Albany Rail-Road Company and three hundred and twelve feet from the North Easterly corner of said Company's land southerly of said street, - thence over a part of said street and land of said Rail Road Company, George V. Hall and Horace Smith North eighty four degrees East eighteen hundred feet to a stone monument on the Easterly side of road leading to the meadow thence over land of Charles E. Merrick William Smith and George W. Kingsbury North eighty four and a half degrees East, five hundred and fifty feet to a stone monument on land of George W. Kingsbury thence over said Kingsbury land North sixty five degrees and forty five minutes East three hundred and twelve feet to a stone monument on the Easterly line of said Kingsbury land thence over land of Lewis L. Potter North fifty seven degrees East one hundred and twenty eight feet to a stone monument on the southerly side of the aforesaid Bridge street. The lines are run and the corners are set on the southerly or right hand side of the highway and the same is located of the following described width - to wit: From the commencement of the location to the Westerly side of the Ferry road, or street (as located by the County Commissioners) as per report of location made the first day of June A.D. 1869. The highway embraces all the land lying between the line as run and the southerly side of the old road, or Bridge street, - from thence to the land of Lewis L. Potter the highway is laid fifty feet wide from thence to the end of the location the highway embraces all the land between the line as run and the southerly side of the aforesaid Bridge street. And it is ordered by the County Commissioners that on and after the first day of October A.D. 1870 all that part of the old road (or Bridge street) lying between the Easterly side of the Ferry road or street as located by the County Commissioners as per report of location made June first A.D. 1869 and a point in range of the line between George V. Hall and Horace Smith's land shall be discontinued as a highway. And now it is ordered that the road town of West Springfield cause the road aforesaid which is within the limits of the said town of West Springfield to be well made and con-



June Meeting 1867

plotted in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, when ploughing is practicable, and be thoroughly cleared of stones, stumps, and roots. The top soil, when it is unsuitable for making a hard permanent road, must be removed out of the traveled way, or may be used in subsoiling, if it be replaced or not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 12 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 25 feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Each road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 15 inches. And the traveled part thereof must be worked to the width of 25 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over every part of the 25 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location without any regard to the additional width laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its terminings as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of 25 feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the true or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of



The road, without unnecessary corrugations in their direction and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side.

Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the road the side ditch will on no instance be allowed. On the side of hills, where the road is made partly by embankment and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler: the railing must consist of straight houndsome chestnut poles, not less in any part than five inches in diameter, and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from center to center. Where the sides of embankments are constructed or secured with substantial well-laid stone walls, stone two feet high above the face of the road, and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joining or splicing of said railing must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the center of said joining or splicing.

Or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road, not less than two feet in thickness at its base and fifteen inches at its top, and placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slope must be



June Meeting 1867

worked sufficiently well to allow the posts which support said railing, to be firmly and permanently placed in the embankment with the interior or inside thereof, not less than 2 feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 25 feet for the traveled part of the road. Where the sides of embankments are constructed, or covered with substantial, well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. The road must be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing, and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 15 inches in addition: except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak floor plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edge of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 25 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm straight stone sides, or abutments not less than two feet apart and 18 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceway must be crowned 15 inches in addition. The owners



of land over which said road is located, retain the legal right  
 to construct cattle culverts, or farm bridges across and under  
 the road for their accommodation and convenience.  
 Provide they do not thereby increase the ascent or descent in the  
 grading of the road, or hereafter described, and construct  
 said culverts or bridges in manner provided for the  
 bridge; and the said culverts when placed in must forever  
 after be maintained by such owners their heirs or assigns, in  
 good repair, and in such condition as to render them safe and  
 convenient for the traveler. In grading the road aforesaid,  
 care must be used in front of any dwelling-house or other build-  
 ing when an excavation is required, to leave the side bank  
 thereof nearest said building, in the best shape for placing  
 in a bank wall if the owner of said building shall so elect. Other-  
 wise do slope such side bank as to cause the least possible  
 injury to said building or to the appearance thereof; pro-  
 vided, however, when such passage ways cannot be made safe  
 and convenient by sloping as aforesaid, culverts shall be con-  
 structed for that purpose. Whenever an embankment is directed  
 in front of a dwelling-house or other building, it must be con-  
 structed and sloped on that side of the traveled way nearest  
 said building in such manner as to render the road safe without  
 the aid of railing, for in such case no railing can be utilized  
 and in such manner as to leave all passage ways to and  
 from said building as perfect and as nearly in their present  
 shape as may be. Trees that have been planted or raised  
 beside the proposed traveled way by the owners of land over  
 which said location is made, whether for the fruits they  
 yield, or the shade and ornament they furnish to the  
 farms adjacent, are not to be removed or injured, unless  
 the construction and safety of the road absolutely require it.  
 And it is further ordered that all other roads crossing,  
 intersecting or connecting with the road aforesaid be repaired  
 or lowered and so widened at the points of their said crossing  
 intersections or connections therewith, as to render them perfectly  
 safe and convenient for the traveler. And it is further ordered  
 that the grading of the road aforesaid which is within the  
 town of West Springfield be so worked as not in any place  
 to exceed the angles of ascent or descent from a horizontal  
 line hereafter mentioned. The grade pins are all placed  
 in the center of the location, and all driven down to near



June Meeting 1867

The surface of the earth, and the summits or tops of said pine on the points of admeasurement for ascertaining the extent of excavation or embankment. The summits or tops of said pine that are at grade in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 15 inches required by this order in all cases, to be considered as placed on or above the tops or summits of said pine and line. The grade pine that are retained on their description as being removed, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pine and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

At a grade, Station 1 cut .7 feet, at Sta. 2 cut 1.57 feet  
 at Sta. 3 fill .6 at Sta 4 fill 1.11, at Sta. 5 fill .27 at Sta  
 6 fill 1.56, At Sta 7 fill .66 At Sta. 8 fill 1.32 at Sta. 9  
 cut .52 at Sta. 10 fill 1.69, at Sta. 11, cut 1.12 at Sta. 12 cut.  
 .91 at Sta 13, cut .27 at Sta 14 grade at Sta. 15 cut .56 at  
 Sta. 16 cut 0.70 at Sta. 17 grade, at Sta. 18 cut .30, at Sta  
 19 cut .37 at Sta. 20 fill .72 at Sta. 21 cut .53 at Sta. 22  
 cut 1.15 at Sta. 23 cut .57 at Sta. 24 fill 2.24 at Sta.  
 25 fill 2.31 feet at Sta 26 and Sta 27 grade. And the grade  
 of the traveled part of the road is to be uniform from Sta. 0  
 to Sta 4, and from station 4 to 8, and from Sta 8  
 to 14, and from Station 14 to 17, and from Sta 17 to  
 25, and from Sta 25 to station 27

The County Commissioners having heard all persons and  
 corporations interested in relation to damage who expressed  
 a desire to be heard thereon consider and adjudge that  
 the sum of one hundred and thirty dollars be paid to  
 the Boston and Albany Road Road Company, \$ 130.00  
 And that the sum of one hundred dollars be  
 paid to George N. Hull 100.00

And that the sum of Twenty Five Dollars be paid  
 to Charles E. Merrick 25.00

And that the sum of one Hundred and Twenty  
 Dollars be paid to Lewis T. Porter 120.00  
 375.00

All in full compensation for all damage they will  
 sustain in consequence of the proposed location of a highway.  
 Done Sunk. William Smith and George W. Kingsbury being



incurred all damage, and no other persons or corporations in the opinion of the Commissioners being entitled to damages are awarded. The owners of land over which said highway is located are allowed until the 15th day of August A.D. 1869 to remove their fences and trees therefrom. And it is ordered by the County Commissioners that the town of West Springfield cause the above described construction and repairing of Highway to be completed in accordance with the foregoing, and to the acceptance of the County Commissioners on or before the fifteenth day of October A.D. 1869.

Wm M. Lewis } County  
P. Steadman } Commissioners  
Randolph Tilling

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

Luther Bliss Jr Pet  
for a jury

To the Hon the County Commissioners for the County of Hampshire Respectfully represents Luther Bliss, Junior of Springfield in said County that said Commissioners under and in pursuance of the statute of 1868 chapter 80. located and caused to be constructed, on the South side of the Highway between the toll bridge and the Agassiz bridge in the town of West Springfield a dike, and after the completion of said dike proceeded to determine the extent of territory benefited thereby, and what portion of the expense thereof should be borne by the town of West Springfield and what portion by the owners of land claimed to be benefited: And also apportioned the damage caused to the owners of land through and across whose land said dike has been constructed. All of which appears by the record of said Commissioners dated December 31<sup>st</sup> 1868 And afterwards on the ninth day of January A.D. 1869 caused notice of such determination to be published in the Springfield Republican a newspaper printed in said County. And your petitioner further represents that he is and was at the time of such determination the owner of a tract or parcel of land situate in said West Springfield, across which said dike has been built, traversed and diverted



June Meeting 1869

as follows: Bounded north by an old road or highway and land of one Leonard East by land of said Leonard South by land of one Smith and West by land now or formerly of one Belknap. That said Commissioner and by said determination awarded to your petitioner by the name of Luther Bliss for damages caused to his said lands by the location and construction of said dike the sum of one hundred and twenty five dollars. And your petitioner is aggrieved by such determination and award and makes application for a jury to hear and reassess the amount of damages caused to his said land by the location and construction of said dike. And he files the following as the specification of his objections to the determination of the said Commissioner First That the damages awarded to him are entirely inadequate and insufficient to compensate him for the damage done to his said land by the location and construction of said dike. And he alleges the following as the grounds or elements, among others not mentioned, of the damages caused by the construction of said dike. That the amount awarded does not cover the actual value of the land taken and appropriated by said dike. That by the location of said dike a strip of land is separated from the remainder of his land and left in the highway so as to be rendered almost useless. That the land occupied by said dike was four chords intended by your petitioner as a site for a house & a dwelling house which it will now be impossible for him to build. That by the said dike all access to his other lands from the highway is cut off except by passing over the top of said dike and no way can be provided for such crossing and none can be provided except at great expense. That by the excavation made in constructing said dike land not taken for said dike is rendered of no value. Wherefore your petitioner prays that a jury may be summoned and empanelled in accordance with the Statute in such case made and provided for the purpose of reassessing the damages caused to his said land by the construction of said dike.

Springfield Feb 26 1869

Luther Bliss Jr

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of December in the



year eighteen hundred and sixty eight at which meeting it was ordered that a jury of twelve men be summoned by the Sheriff of said County to hear and determine the matter of complaint set forth in said petition, and this petition was continued from meeting to meeting until this meeting. And now at this meeting a certificate is received from the Superior Court for said County that the verdict of the jury was accepted by the said Court and that the costs of these proceedings were taxed at forty seven dollars and forty six cents, said verdict is as follows

In the matter of the complaint of Luther Bliss Jr.

Verdict

The jury empanelled to make a just and true appraisement of the damages sustained by the complainant Luther Bliss Jr. caused by the construction of the dikes in the town of West Springfield under an act of the Legislature of the Commonwealth of Massachusetts passed March 20, in the year eighteen hundred and sixty eight, having been first duly sworn, and having chosen Eli H. Patch foreman by ballot, after carefully viewing the premises and fully hearing the parties, appraise the damage caused by said complainant by the construction of said dike at two hundred dollar and they return this as their verdict

signed E. H. Patch foreman & fellows

Frederick N Leonard  
Pl for a jury

36

To the Honorable the County Commissioner for the County of Hampden. Respectfully represents your complainant Frederick N Leonard of Eggonam in said County that the County Commissioner for said County under the authority conferred upon them by chapter 80 of the Statute of said Commonwealth passed and enacted in the year eighteen hundred and sixty eight have located and caused to be constructed on the south side of the highway leading westerly from the Fall Bridge to the Eggonam Bridge (so called) in West Springfield in said County a dike and after the completion of said dike said Commissioner proceeded to and did determine the extent of territory benefitted by said dike and what portion of the expense thereof should be borne by the town of West Springfield and what portion by the owners of land determined by them to be benefitted thereby and also the amount of damage caused by the construction of said dike to each of such owners all of which appear by the records of said Commissioner dated Decem-



June Meeting 1867

In 31. 1863 and afterwards said Commissioners caused notice of each determination to be published in the Spring field Republican a newspaper published in said County. The first publication of such notice was made on the 1<sup>st</sup> day of January 1867. And your complainant further represents that he was at the time of such determination and is now the owner of a certain tract of land lying in said West Springfield over and across which said dike is constructed and embraced in the territory determined by said Commissioners to be benefited by said dike bounded and described as follows to wit Bounded North by Bondage street and land of R. Bodley & land formerly of W. Bodley. Eastern by land of E. Truck Southernly by land of Green Root, & land of one Bakemon and Westernly by land of R. Bodley & land of Ester Phillips that said Commissioners in and by said determination determined that he your complainant was one of the persons benefited by the construction of said dike and further determined the amount of damage caused by the construction of said dike to your complainant to be the sum of two hundred and sixty five dollars. And your complainant is aggrieved by such determination of award and makes application and demands that a jury be summoned and impanelled according to the provisions of the Statutes of said Commonwealth in such cases provided to determine the matter of the said complaint & grievance and to hear and receive the amount of damage caused to him by the location and construction of said dike. And he hereby specifies as his objection to the determination of said Commissioners the following viz - First - that the said Commissioners erroneously determined that he or his land was benefited by the construction of said dike and alleges that he & his said land are not benefited by the construction of said dike and alleges in any respect benefited but is greatly damaged by the construction of said dike. Second. That the said sum determined by said Commissioners as the amount of damage caused by the construction of said dike to him is entirely inadequate and insufficient in amount, to compensate and make good to him the damage so caused. And he alleges on oath of the grounds or causes of damage (saying that



others (not here mentioned) caused by the construction of said dike to him - That his said land was designed & intended by him to be used as sites for building and building lots & that the construction of said dike has prevented him from making use of a part thereof for such purpose & greatly injured the remainder for such purpose That a large quantity of soil has been taken and used for the construction of said dike from his said land and a large portion by said dike thereby greatly impairing its value - That a large extent of fence has been destroyed in the construction of said dike and that the cultivation of a great part of said land is rendered inconvenient and expensive & a large portion of grass & turf has been destroyed by said dike by the construction thereof  
 Frederick N. Leonard

The foregoing petition was entered at a meeting of the County Commission held on the fourth Tuesday of December in the year eighteen hundred and sixty eight at which meeting it was ordered that a jury of twelve men be summoned by the Sheriff of said County to hear and determine the matter of complaint set forth in said petition And this petition was continued from meeting to meeting until this meeting And now at this meeting a certificate is received from the Superior Court for said County that the verdict of the jury was accepted by the said Court & that the costs of these proceedings were taxed at sixty six dollars and eighty five cents.

Said verdict is as follows

The jury empanelled to make a just and true affirmation of the damages sustained by the complainant F. N. Leonard caused by the construction of the dike in the town of West Springfield under an act of the Legislature of the Commonwealth of Massachusetts passed March 25<sup>th</sup> in the year eighteen hundred and sixty eight, having first been duly sworn and having chosen Dr. H. Patch Freeman by ballot after carefully viewing the premises and fully hearing the parties, affirm the damages caused to said complainant by the construction of said dike at three hundred and sixteen dollars and they return this as their verdict up meaning that one of their number viz William Collins being incapacitated by illness from attending at a part of said hearing his attendance was by consent of parties dispensed with  
 Signed by Dr. H. Patch Freeman & others



June meeting 1869

June 2d 1869  
2d for a jury

To the Honorable the County Commissioners for the County of Hampshire  
Respectfully represents your complainant Jesse H. Mery of  
West Springfield in said County, that the County Commissioners  
for said County under the authority conferred upon them by  
Chapter 21 of the Statute of said Commonwealth passed  
and enacted in the year 1867 have located and caused  
to be constructed on the South side of the highway leading  
Westerly from the Fall Bridge to the Agawam Bridge situated  
in the town of West Springfield in said County, a dike:  
and after the completion of said dike said Commissioners  
proceeded to and did determine the extent of territory then  
filled by said dike and what portion of the expense thereof  
should be borne by the town of West Springfield and what  
portion by the owners of land determined by them to be benefited  
thereby, and also the amount of damage caused by the construc-  
tion of said dike to each of such owners all of which appears by  
the records of said Commissioners dated December 31. 1867  
and afterwards said Commissioners caused notice of such  
determination to be published in the Springfield Republican a  
newspaper published in said County. The first publication of  
which notice was made on the 9th day of January 1869. And  
your complainant further represents that he was at the time  
of such determination and is now the owner of a certain  
tract of land lying in said Westfield Springfield over and  
across which said dike is constructed, and embraced in the  
territory determined by said Commissioners to be benefitted by  
said dike bounded and described as follows viz Bounded  
Northerly by Bridge Street so called Easterly partly by land  
of J. Donahon and partly by land of E. Trask, Southerly by  
Agawam River and Westerly by land of E. Trask containing  
about 6<sup>20</sup>/<sub>100</sub> acres. That said Commissioners in and by said  
determination determined the amount of damage caused  
by the construction of said dike to him your complainant by the  
name of Jesse Mery to be the sum of Four Hundred and Twenty  
three dollars And your complainant is aggrieved by such  
determination and award and makes application and demands  
that a jury be summoned and impaneled according to the  
provisions of the Statute of said Commonwealth in such case  
provided to determine the matter of his said complaint and  
to hear and receive the amount of damage caused to him  
by the location and construction of said dike and hereby



specified as his directions to the determination of said Commission on the following viz. That the said sum demanded by said Commission as the amount of damage caused by the construction of said dike to him is entirely inadequate and insufficient in amount to compensate and make good to him the damage so caused and he alleges as some of the grounds or causes of damage arising from the construction of said dike to him (averring that others not here mentioned the following viz. That said dike as constructed prevents surface water that used to flow off his land from so flowing & damming up & confining the same upon a part of his said land that by said dike access to a part of his said land, to wit about 6 acres is cut off except by passing over the lot of said dike and no way has been provided for such crossing nor can be without great expense - that a large part of the best of his land is taken up & occupied by said dike that the cultivation and gathering crops from his said land is cut off, is rendered difficult, inconvenient & expensive

James H. Morrey

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of December in the year eighteen hundred and sixty eight at which meeting it was ordered that a jury of twelve men be summoned by the Sheriff of said County to hear and determine the matter of complaint set forth in said petition and the petition was continued from meeting to meeting until this meeting. And now at this meeting a certificate is received from the Superior Court for said County that the verdict of the jury was accepted by the said Court & that the costs of these proceedings were taxed at eighty one dollars and sixty one cents said verdict is as follows The jury empanelled to make a just and exact appraisement of the damage sustained by the complainant James H. Morrey caused by the construction of the dike on the town of West Springfield under an act of the Legislature of the Commonwealth of Massachusetts passed March 20<sup>th</sup> in the year eighteen hundred and sixty eight having first been duly sworn and having chosen E. H. 2<sup>nd</sup> Justice by ballot, after carefully viewing the premises and fully hearing the parties approve the damage caused to said complainant by the construction of said dike at four hundred and fifty two dollars and they



June Meeting 1869

where there are three verdicts representing that one of them namely  
viz William Collins being incapacitated from attending at a  
part of said hearing. The attendance was by consent of parties  
disputed with

Signed E. H. Patch Foreman & fellows

To the Honorable County Commissioners for the County of Hampden  
Respectfully represents your complainant Eliphad Frost  
of Springfield in the County of Hampden and Common-  
wealth of Massachusetts that the County Commissioners for said  
County under the authority conferred upon them by Chapter  
30 of the General Statutes of said Commonwealth passed and  
enacted in the year eighteen hundred and sixty eight  
have located and caused to be constructed on the South side  
of the highway leading westerly from the Toll bridge to the Dynam  
bridge so called in the town of West Springfield in said  
County a dike and after the completion of said dike said  
commissioners proceeded to and did determine the extent of  
territory benefitted by said dike and what portion of the  
expense thereof should be borne by the town of West Springfield  
and what portion by the owners of land determined by them  
to be benefitted thereby and also the amount of damages caused  
by the construction of said dike to each of such owners all  
of which appears by the records of said Commissioners dated  
December 31<sup>st</sup> 1868, and afterwards said Commissioners  
caused notice of such determination to be published in the Spring  
field Republican a newspaper published in said County, the  
first publication of which notice was made on the 9<sup>th</sup> day  
of January 1869 And your complainant further represents  
that he was at the time of such determination and is now the  
owner of two certain tracts of land lying in said West Spring-  
field over and across which said dike is constructed, and em-  
braced in the territory determined by said Commissioners to be  
benefitted by said dike, bounded and described as follows to wit  
one tract bounded Northerly by Bridge Street, so called Easterly  
by land of J. S. Morrey Southerly by Dynam River, and  
Westerly by land of E. H. Leonard, and the other tract bounded  
Northerly by land of J. S. Morrey Easterly by land of Bazel Phillips  
Southerly by Dynam River and Westerly by land of J. S. Morrey  
That said Commissioners in and by said determination  
determined the amount of damages caused by the construction

Eliphad Frost Pet  
for a jury  
32



of said dike to your complainant to be the sum of three  
 hundred and sixty five dollars. And your complainant  
 is aggrieved by said determination, and now, and  
 makes application for, and demand that a jury be  
 summoned and impaneled according to the provisions of  
 the Statute of said Commonwealth in such case provided  
 to determine the matter of his said complaint, and to hear  
 and make the amount of damages caused to him by the  
 location and construction of said dike. And he hereby gives  
 as his objection to the determination of said Commissioner the  
 following viz. That the said sum determined by said Commission-  
 er as the amount of damages caused by the construction of  
 said dike to him is entirely inadequate and insufficient in  
 amount, to compensate and make good to him the damage so  
 caused. And he alleges as some of the causes of damage arising  
 from the construction of said dike to him (adverting that there are  
 not here mentioned) the following viz. that said dike from a barrier  
 or obstruction between his house & barn located on said lot named  
 lot, by reason of which to pass & repair from said barn to his said  
 house, he is obliged to pass over the top of said dike (which is im-  
 practicable, no way having been provided for such passing, nor  
 can he without great expense) or to make a circuit of about  
 1/2 of a mile: passing over lands of others, over which he can  
 only pass by consent of the owner thereof or by purchasing the  
 right so to pass - that said dike occupies a large portion of his  
 land and that devoted by him to gardening purposes that by  
 the construction thereof a large number of valuable fruit trees have  
 been embanked & injured - that said dike cuts him off from  
 access to about six acres of land, which he can reach only by  
 passing over said dike and no way has been provided for  
 him so to pass nor can he without great expense that the dike  
 across the same tract is located upon & occupies the highest &  
 most valuable portion thereof, & has embanked & destroyed a  
 number of valuable shade trees, & that said dike cuts both lots  
 prevents the convenient cultivation of his lands & the gathering of  
 crops therefrom without great trouble and expense. That said  
 dike is so constructed across said lot named tract as to abut  
 upon and back up his said barn and to render access into  
 said barn impracticable without removing a portion of said dike  
 and that in order that said barn may be available for use it  
 will be necessary to move the same a great distance or move the



June Meeting 1867

some extent the same work may be on a level with the top of  
said dike all of which will be attended with great expense.

### Euphilet Trask

The foregoing petition was entered at a meeting of the County Commissioners  
held on the fourth Tuesday of December in the year eighteen  
hundred and sixty eight at which meeting it was ordered that  
the Sheriff of said County summon a jury of twelve men to  
hear and determine the matter of complaint set forth in said  
petition and this petition was continued from meeting to  
meeting until this meeting and now at this meeting a  
certificate is received from the Superior Court for said County  
that the verdict of the jury was accepted by the said Court &  
that the costs of these proceedings were taxed at twelve dollars  
and thirty three cents. Said verdict is as follows:

The jury empanelled to make a just and exact appraisement  
of the damage sustained by the complainant Euphilet Trask  
caused by the construction of the dike in the town of West Springfield  
under an act of the Legislature of the Commonwealth of Massachusetts  
passed March 20th in the year eighteen hundred and sixty  
eight having first been duly sworn and having chosen  
E. H. Patch Foreman by ballot, after carefully viewing the premises  
and fully hearing the parties appraise the damage caused to  
said complainant by the construction of said dike at Five  
hundred and seventy five dollars.

And they return this as their verdict representing that one  
of their number viz. William Collins being incapacitated from  
attending at a part of said hearing his attendance was by  
consent of parties dispensed with.

(Signed by) E. H. Patch Foreman & fellows

To the Honorable the County Commissioners for the County of  
Hampden, Respectfully represent your complainant William  
A. Shaw and Mrs. Eliza Polley of West Springfield in  
said County. That the County Commissioners for said County  
under the authority conferred upon them by Chapter 80 of the  
Statutes of said Commonwealth passed and enacted in the  
year 1867 have located and caused to be constructed on and  
near the Connecticut River and between the Towns of the  
Barnes & Albany Rail Road and the common road some  
West Springfield - a dike and after the completion of said

William A. Shaw and  
Eliza Polley  
Pet for a Jury



said Commissioners proceeded to and did determine  
 the extent of territory benefitted by said dike and what portion  
 of the expense thereof should be borne by the town of West Spring-  
 field and what portion by the owner of land determined by them  
 to be benefitted thereby and also the amount of damage  
 caused by the construction of said dike to each of such owners  
 all of which appears by the records of said Commissioners dated  
 December 31 1868, and afterwards said Commissioners caused  
 notice of such determination to be published in the Springfield  
 Republican a newspaper published in said County, the first  
 publication of which notice was made on the 9<sup>th</sup> day of January  
 1869 And your complainants further represent that they  
 were at the time of such determination and are now owners in  
 common, of a certain tract of land lying in said West  
 Springfield over and across which said dike is constructed  
 and embankment in the territory determined by said Commis-  
 sioners to be benefitted by said dike. Said tract is located as  
 follows to wit - Bounded North by land of Mrs Bradley & land  
 of Rodney Parsons East by land of said Parsons South by  
 land of Mr Egan and West by Thaddeus be called con-  
 taining about 2 1/2 acres. That said Commissioners on and by  
 said determination determined that they (your complainants)  
 were persons benefitted by the construction of said dike and  
 further determined the amount of damage caused by the  
 construction of said dike to your complainants to be as fol-  
 lows - To said William A. Shaw the sum of thirty & 50/100 Dollars  
 to said Mrs Polley (under the name or surname of Helen  
 Polley) the sum of thirty & 50/100 Dollars And your complainants  
 are aggrieved by such determination and want and make  
 application and demand that a jury be summoned and  
 empanelled according to the provisions of the statute of  
 said Commonwealth in such case provided to determine  
 the matter of this their complaint & grievance and to hear  
 and make the amount of damage caused to them by the  
 location and construction of said dike And they hereby depose  
 in their deposition to the determination of said Commissioners  
 the following viz First that the said Commissioners erroneously  
 determined that they your said complainants and their  
 said land were benefitted by the construction of said dike and  
 allege that they and their said land are not in any  
 respect benefitted by the construction of said dike but are



June Meeting 1867

greatly damaged thereby. Second That the said some determined by said Commissioners as the amount of damage caused by the construction of said dike to them is entirely inadequate and insufficient in amount to compensate and make good to them the damage so caused. And they allege as some of the grounds or causes of damage arising from the construction of said dike to them, (amongst others) that the following viz. That the actual value of the land taken & covered by said dike is largely in excess of the said some that said dike cuts them off from access to a large part of their land, to wit about three acres by passing over the top of said dike & no way has been provided for such passing nor indeed can be without great expense - & that such portion so cut off is of great value for cultivation, & that the cultivation thereof is rendered inconvenient & expensive by said dike and that, a large quantity of the soil has been taken from their said land to construct the said dike greatly to the damage and depreciation of the value of their said land, & that a large extent of their fence has been taken up and destroyed in the construction of said dike that the said dike dam up and prevents the surface water coming on said land from passing off therefrom as it naturally did & otherwise would.

Wm. A. Shaw

Relates Policy by Mr. H. H. H. H. H.

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of December in the year eighteen hundred and sixty-eight at which meeting it was ordered that a jury of twelve men be summoned by the Sheriff of said County to hear and determine the matter herein above set forth in said petition. And the petition was continued from meeting to meeting until this meeting. And now at this meeting a certificate is received from the Superior Court for said County that the verdict of the jury was accepted by the said Court & that the costs of these proceedings were taxed at forty eight dollars and eighty seven cents. Said verdict is as follows. The jury empowered to make just and exact appraisement of the damage sustained by the complainants Wm. A. Shaw and John May caused by the construction of the dike in the town of West Springfield under an act of the Legislature of the Commonwealth of Massachusetts.



passed March 20<sup>th</sup> in the year eighteen hundred and eight having first been duly sworn and having chosen E. H. Patch Foreman by ballot after carefully viewing the premises and fully hearing the parties appraise the damage caused to said complainant by the construction of said ditch One hundred twenty two dollars And they return the within verdict - reporting that one of their members, viz William Brian being incapacitated by illness from attending at a part of said hearing his attendance was by consent of parties dispensed with signed by E. H. Patch Foreman and jurors

Terence O'Donnell Pl.  
for license as barkeeper  
43

In the matter of Terence O'Donnell of Holyoke for license as a barkeeper, in that town it being an appeal from the decision of the Board of selectmen of Holyoke who the application alleges was reasonable refuse and neglect to grant said license, was brought before the County Commissioners on the sixth day of July upon presentation of the above application due notice was given to all parties interested that a hearing upon said application before the Commissioners would be had at the Court House on the 13<sup>th</sup> inst, at which time the case was continued to the 16<sup>th</sup> and from that time to the 27<sup>th</sup> when it was still further continued to a final hearing held at the Court House on the 19<sup>th</sup> of August. And now after a protracted hearing, and careful consideration of the case, it is the opinion of the County Commissioners that the selectmen of Holyoke did not unreasonably refuse to grant said license and that the application of Mr. O'Donnell be dismissed

Land Damages  
(Add<sup>d</sup>)

It is ordered that there be allowed to Frederick C. Killogg as damages to land caused by the location of the highway upon the petition of C. B. Loomis & others in addition to the sum heretofore allowed him the sum of thirty dollars

It is ordered that the sum of be allowed and paid for the travel and attendance of the juror moved upon the petition of Arthur Bliss & others for the appraisal of damages caused by the building of dykes in the town of West Springfield



June Meeting 1869

Upon a hearing before the County Commissioners, at the Court House September 2<sup>d</sup> 1869, the petition of Town Clerk in 7<sup>th</sup> Hampden Representative District, asking for a change of place to assemble to ascertain the result of elections, to be at the Town Clerk's office in West Springfield no objection being made thereto. The prayer of the petition is granted.

for M. Harrison Town Clerk & also Pet for change of place of meeting of the town clerk of 7<sup>th</sup> Rep Dist

55

The fees of the jurors for their travel and attendance drawn upon the petitioners of Nathan Bliss & others to estimate the damage to their land caused by the erection of the dike in West Springfield amounting to the sum of one hundred & eighty eight dollars and eighty eight cents are ordered to be paid from the County Treasury.

Fees of Jurors giving Pet of N. Bliss & others

H. H. Parker is licensed as an innholder in the central part of Monmouth.

Licenses

Bonding accounts being now presented are allowed amounting to the sum of six thousand three hundred and five dollars and twenty one cents and the same are ordered to be paid from the County Treasury.

Accounts

The following persons are allowed the sum set against their names in full for damages to land taken for highway amounting to the sum of two thousand six hundred and sixty seven dollars and the same is ordered to be paid from the County Treasury.

Land Damages

Petition of George S. Squire & als

Isaac Plimley	290.00
A. M. Phillips	250.00
Augustus Merrick	19.00
Leander P. Fay	28.00

Petition of Morris Morton & als

Brig. H. Litchman	45.00
-------------------	-------

Petition of Geo. S. Taylor & als

Lucas B. Chapin	132.00
-----------------	--------

Petition of M. F. Whitney & als

J. Lowell Lumberton	229.00
R. M. Kellogg	232.50
Amos A. Johnson	50.00



Petition of O. B. Loomis  
Frederick G. Kellogg

175.10

Land Damages  
(Add<sup>3</sup>)

It is ordered that there be allowed as damages to land caused by location of the highway upon the petition of Morris Norton & others to Brig. H. Stearns the sum of forty five dollars

Land Damages  
(Add<sup>4</sup>)

It is ordered that there be allowed as damages to land caused by the location of the highway upon the petition of George L. Taylor and others to Lucas B. Chapin in addition to the sum heretofore allowed him the sum of four hundred dollars

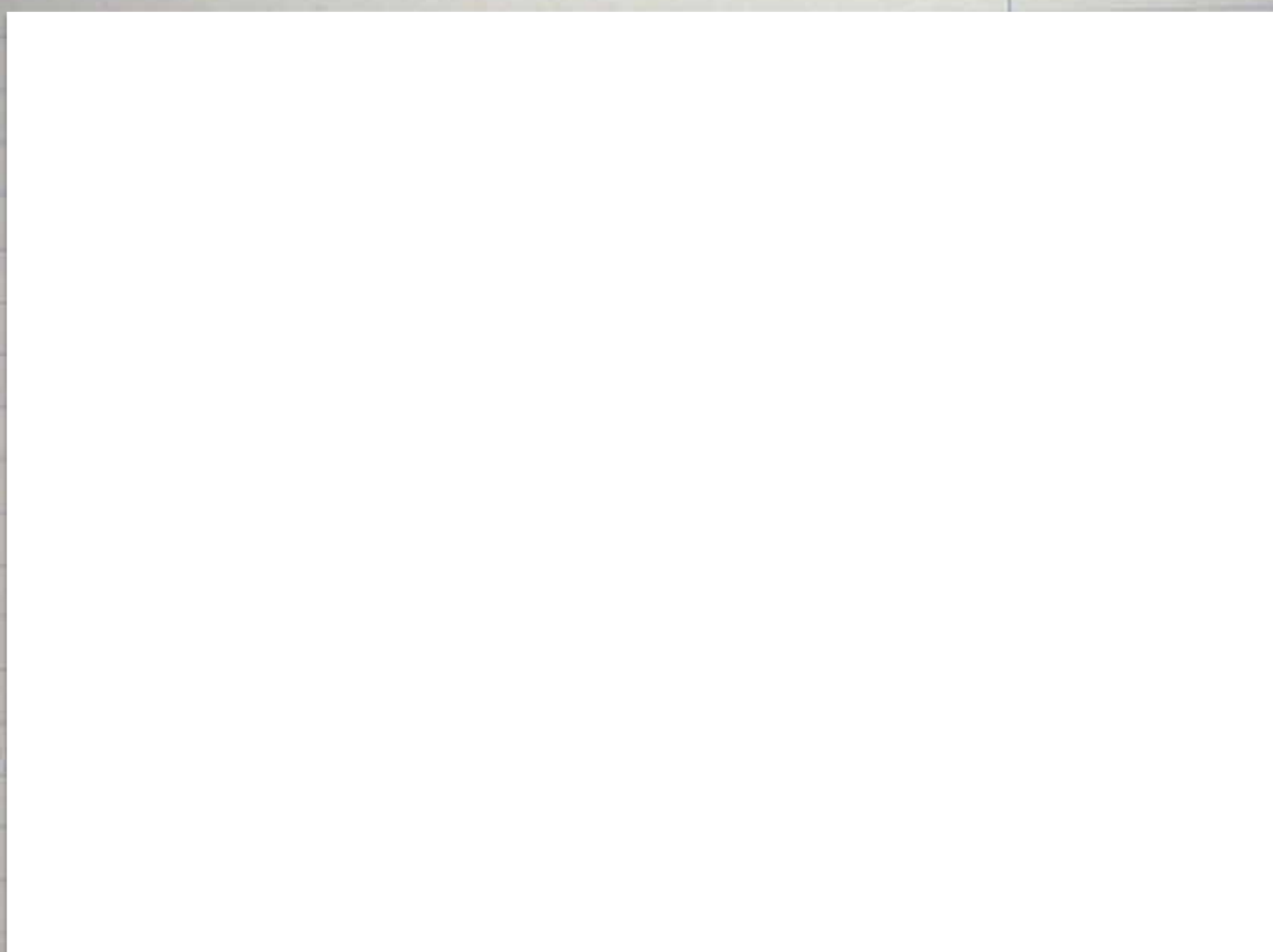
Hampden 2<sup>d</sup> September 18 1869

Judgment is entered up according to reports  
and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo. B. Morris Clerk







Commonwealth of Massachusetts  
Hampden Co

At a meeting of the County Commissioners held and holden at Springfield within and for the county of Hampden on the first Tuesday of October being the fifth day of said month and by adjournment on the twelfth, twentieth and twenty seventh days of October on the sixteenth and thirtieth days of November and on the fourteenth and twenty seventh days of December in the year of our Lord one thousand eight hundred and sixty nine.

Present William M. Lewis Esq.

Phineas Hedeman " } County  
Randolph Stillins " } Commissioners

R. W. Kellogg & al  
Pet for discontinuance  
of highway in South-  
wick 9

To the County Commissioners for the County of Hampden  
The undersigned Citizens of Southwick in said County respectfully  
represent that the Highway Commissioners near the land of John  
Quincy south of the House of A. N. Johnson in Southwick then  
nearly to the intersection of said Highway with the Highway  
leading from the House of Geo. Hills to the House of Porter Rice,  
is very badly out of repair & unsafe to travel upon & but  
little used & that the Public would be benefited by having the  
same discontinued. We therefore respectfully request your  
Honorable Board to view the premises & discontinue said Highway.  
R. W. Kellogg et al

The foregoing petition was entered at a meeting of the County  
Commissioners holden at Springfield within and for said  
county on the second Tuesday of April in the year of our Lord  
eighteen hundred and sixty seven and was continued from  
meeting to meeting until this meeting and now it is ordered  
that said petition be dismissed

The Mayor & Aldermen  
of Springfield Pet. for  
leave to lay a street across  
the S. & A. R. Co

To the Honorable the County Commissioners of the County of  
Hampden. The subscribers being the Mayor and Board of  
Aldermen of the City of Springfield in said County, would  
respectfully represent that a petition has been presented to



October Meeting 1869

said Board of Aldermen asking that a street to be called  
Murray Street, near to be opened, graded, and established  
as a public street from Worthington Street to Liberty  
Street in said Springfield substantially as follows to  
wit: Beginning at a point on the Easterly line of  
Liberty Street 41 1/2 feet south-westerly of a Larch tree, at  
the end of a hedge on the south side of Silas N. Hayward  
house. Thence running south 36° 50' East 1051 feet to the  
west line of Worthington Street passing close to the North  
side of a large Maple tree standing on land of Horace  
Elkins sixteen feet from the west line of Worthington Street.  
Said street to be three rods wide and northerly of the  
above described line. That after due proceedings had on  
said petition said Board of Aldermen did on the 21<sup>st</sup>  
day of September A. D. 1868, adjudge and determine that  
public necessity and convenience require that said street  
should be opened and established as a public street.

And whereas it becomes necessary to locate said  
street across the lands and track of the Boston and  
Albany Rail Road a corporation established under the  
laws of this Commonwealth. They therefore did give  
Honors to grant to said Board permission to locate said  
street across the land and track of said Rail Road  
and that the same may be laid out and graded  
upon a level with the said Rail Road, public necessity  
requiring that the same should be so constructed.

C. A. Manchester Mayor

J. Mulligan

Jim Henry } Aldermen

W. S. Mark } of

Amos Ball } Springfield

H. N. Tinkham }

The foregoing petition was introduced at a meeting of the County Com-  
missioners held at Springfield within and for said County  
on the second Tuesday of June in the year four Lord eighteen  
hundred and sixty eight at which meeting the commissioners ap-  
pointed Wednesday, the eleventh day of November then next and  
nine o'clock in the forenoon at the Court House in Springfield for  
hearing the parties interested and caused a copy of said petition to be  
served upon the Boston and Albany Rail Road Corporation thirty  
days at least before the time appointed for said hearing. And on



the said eleventh day of November the Commissioners met at the time and place aforesaid, and proceeded to, <sup>in the further</sup> adjourned the further consideration of the case to Tuesday, the twenty second day of December then next ensuing, being the next regular meeting of the County Commissioners at the Court House in Springfield when the subject matter contained in the petition was further considered and the case was continued to the twentieth day of April then next at which time the case was further considered & continued from time to time to Wednesday, the twentieth day of October A.D. 1869, being a regular adjourned meeting of the County Commissioners at the Court House in Springfield when said Commissioners further considered the matter and did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted. It is therefore decided by the County Commissioners that the Mayor and Aldermen of the City of Springfield be and are hereby authorized to locate, lay out and grade the said Nursery street upon a level with the level of the said Boston and Albany Rail Road.

Wm. M. Loomis } County  
Phineas Steadman }  
Randolph Stillins } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and leave to grade the Boston and Albany Rail Road granted at grade

David Wild v. al.  
Pet for a town way  
in Brimfield

= 42

To the County Commissioners for the County of Hampshire

The undersigned would respectfully represent that on or about the twenty fifth day of May last David Wild and five others, all citizens of Brimfield presented to the Selectmen of said town a petition wherein they set forth that common convenience and necessity require that a town way, be laid out and constructed in Brimfield to commence at some point between the barn of Cyphonia Works and the road leading from the old road from Brimfield to Holland, towards the dwelling house of Lucius & Maria Agard, and then running past the North end of the barn of said Lucius and Warren, and intersecting the road leading from Water to East Brimfield on and near the South line of land of said Cyphonia Works.

And asking said Selectmen to view the premises and locate



October Meeting 1869

said town way and locations she is necessary and by law required in order that said way may be established and constructed. On which petition the said Selectmen have in your petition's hands unreasonably neglected and refused to act. Therefore your petitioner consider themselves aggrieved by such neglect and refusal and ask you to view the premises and locate said townway and do whatever she is necessary and by law required in order that said way may be established and constructed.

Brimfield June 8<sup>th</sup> 1869

David Wold et al

The foregoing petition was entered at a meeting of the County Commissioners helden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and sixty nine. At which meeting the County Commissioners deeming a view of the premises expedient appointed Tuesday the fifteenth day of July then next and eight o'clock in the forenoon, at the Brimfield Hotel in Brimfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the Clerk of the town of Brimfield being the town within which such location of town way is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Brimfield said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fifteenth day of July the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to adjourn the further consideration of the case to the next regular adjourned meeting of said Commissioners, being on the sixteenth day of said



July at the Court House in Springfield, at which time the same was further continued & from time to time to the nineteenth day of August then next, at which time a further consideration of the case was had, and the matter was then still further continued from time to time until Tuesday the 14th day of December then next, when the commissioners decided to dismiss the further consideration of the petition.

Wm M. Lewis } County

Randolph Stebbins } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the petition is ordered to be dismissed.

Thaddeus Chapin  
Att for a survey  
73

To the Hon Board of Commissioners for the County of Hampshire  
Humbly represents Your petitioner that a certain highway as laid by your Hon. Board on petition of Morris Norton & others, leading from Chicopee Falls to the Holyoke South Ferry passes diagonally across the land of your petitioner dividing it in a triangular manner, greatly to her inconvenience, and to the serious injury of said land for agricultural purposes. Your petitioner further represents that he designed and has designed the said land for building sites for which purpose its value is greatly diminished by reason of the aforesaid highway. Your petitioner further says, that in your order for constructing said highway he is awarded the sum of One hundred dollars, and no more; which sum is wholly inadequate. Wherefore your petitioner is aggrieved, and asks that a jury may be called, to consider her case, and award such sum as shall seem just and equitable.  
Chicopee June 3<sup>d</sup> 1869

Thaddeus Chapin

The foregoing petition was entered at a meeting of the County Commissioners held on the fourth Tuesday of June in the year eighteen hundred and sixty nine and was continued to this meeting and on the sixteenth day of November it was ordered that the Sheriff of said County summon a jury of twelve men to hear and determine the matters of complaint set forth in the petition such jury. And now the verdict of jury being accepted as a settlement by consent of petitioner & of County Commissioners. Petition is ordered to be dismissed.



October Meeting 1869  
Selectmen of Cheshire  
Pet for a new highway  
in Cheshire

53

To the County Commissioners of the County of Hampshire.  
We the undersigned respectfully represent that the road laid  
from the village of Cheshire Falls in the Town of Cheshire  
to the road leading from Cheshire to Millmanacutt is not of  
sufficient width to enable the Town of Cheshire to comply with  
your order dated the first Tuesday in Oct 1869. And we further  
represent to your Board that the connection of the before named  
road with the Helyoke Ferry road is not such as can be worked  
and made safe and convenient for public use we therefore pray  
your Hon Board to issue the premises and lay out and order  
the construction of a piece of road west of the Cheshire and  
Millmanacutt road connecting the new road with the South  
Helyoke Ferry road so as to make the same safe and convenient  
for public use and take such other action as the public good  
requires.

Cheshire Sept 2<sup>d</sup> 1869

Wm R. Kentfield )

S. E. Southworth } Selectmen of Cheshire

William Blake }

The foregoing petition was entered at a meeting of the County  
Commissioners held at Springfield within and for said  
County on the fourth Tuesday of June in the year of our  
Lord eighteen hundred and sixty nine at which meeting  
the Commissioners, during a session of the premises appointed  
Wednesday, the sixth day of October their next ensuing  
and two o'clock in the afternoon, at the house of Lucas  
B. Cheshire in Cheshire as the time and place for running  
the premises: and caused a copy of said petition to be served  
upon the clerk of the town of Cheshire having the town within  
which such locations of highway are prayed for. thirty days  
at least before the time appointed for said view: and also  
caused abstracts of said petition containing the substance thereof  
to be posted in two public places in said town: and also  
gave notice to all persons interested by causing a copy of said  
petition to be published three weeks successively in the Springfield  
Daily Republican a newspaper published in said County, said  
posting and the last publication of said copy having been per-  
formed at least before the time appointed for said view and  
before said view was held, said Commissioners gave notice  
in like manner as described in the foregoing notice of the  
petition, to all persons interested, of the time and place for



commencing said road: and having heard the parties, <sup>at the time appointed</sup> said  
 Commissioners then proceeded to consider and adjudicate upon the  
 prayer of said petition and after considering the same said  
 Commissioners did then and there adjudge that common con-  
 venience and necessity require that the prayer of the petition  
 should be granted, and no person or corporations having  
 appeared to object thereto the County Commissioners then and  
 there proceeded to locate said road as follows to wit: commen-  
 cing at a stone monument by land of Lucas B. Chapin op-  
 posite a large Black Oak tree standing in the line between  
 land of Henry McLean and Alexander Chapin and on the  
 Northern side of the road located on petition of Morris Nelson  
 & others: as per report of location made the first Tuesday in  
 October A.D. 1862. Then running North thirty three degrees  
 and a quarter West, nine hundred and seventy five feet  
 over the former road and land of Lucas B. Chapin to a  
 stone on said Chapin land: the highway for this course and  
 distance is fifty feet wide at the commencement and sixty  
 feet wide at the end. Then North twenty five and one  
 sixth degree West, over said Chapin land & said road,  
 four hundred and forty three feet to a stone on said Cha-  
 pin's land: the road for this course and distance is laid sixty  
 feet wide at the beginning and one hundred and  
 fifty feet wide at the end. Then North sixty six and a half  
 degree West two hundred and thirty seven feet to a stone  
 on the Eastern line of the Connecticut River Rail Road Com-  
 pany's land the road being laid for this course and dis-  
 tance one hundred and fifty feet wide at the commencement  
 and eighty three feet wide at the end. Then North seventy  
 one and a half degree West, crossing said Rail Road  
 to a River stone by land of said Chapin on the Northern side  
 of the former location the highway for this course and distance  
 is eighty three feet wide at the commencement and fifty feet  
 wide at the end. Then following on the former line of location  
 North sixty nine and a quarter degree West, five hundred  
 and forty six feet to a large tree standing on the Western side  
 of the highway passing Eastern of the dwelling house of Lucas  
 B. Chapin (This same course was Lucas B. Chapin) This same  
 course over Lucas B. Chapin's land, said former road and  
 Chapin & Williamson's road, six hundred and sixty feet to a  
 granite monument standing on the Northern side of the South



October Meeting 1869

Belzuke Ferry road. The lines are run and the bounds are set on the North by or right hand side of the location: all the lines are right lines, and the highway is of such width as is hereinafter described except the last two corners and distances are fifty feet wide. The County Commissioners having heard all persons and corporations interested in relation to damage to be exposed a desire to be heard thereon: and the Vermont River Rail Road Company having by its President Daniel L. Garne waived personal notice: The Commissioners consider and adjudge that the sum of Three Hundred Dollars be paid to Lucas R. Whipple \$300.00 All in full compensation for all damage he will sustain in consequence of the aforesaid location of Highway.

To the persons or corporations on the opinion of the Commissioners being entitled to damage none are awarded. The owner of land over which the foregoing highway is located are allowed until the fifteenth day of December A.D. 1869 to remove his fence trees and timber therefrom. And it is ordered by the County Commissioners that the town of Whipple cause the bridged part of the Highway lying West of the Whipple & Williamamett road to be constructed in accordance with the specifications for the construction of the road located on the petition of Morris Weston and others as per order of location made the first Tuesday in October A.D. 1868. Said construction to be completed on or before Jan<sup>1st</sup> 1870. Thineas Steedman of Whipple being disqualified to act as County Commissioner in account of residence Albert D. Bagg Special Commissioner was called and acted in his stead.

Wm. M. Lewis	} County Commissioners
Randolph Pebbles	
A. D. Bagg	

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as one for a public highway.



Loman Brown & al.  
Pet for a new highway  
in Palmer

84

To the County Commissioners of the County of Hampden The undersigned citizens and legal voters in the town of Palmer in said County of Hampden and in the town of Ware in the County of Hampshire respectfully represent that the public convenience requires that a new road be laid and constructed in said town of Palmer beginning near the house of Charles P. Shaw thence in an easterly direction about one fourth of a mile and intersecting the new road leading from said Ware to West Warren near the Irish Mill and that the undersigned therefore request your honorable board to own said road and take such action that said proposed road may be located and built on our duty bond well over from  
Palmer March 16<sup>th</sup> 1869 Loman Brown & al.

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County in the month of June in the year of our Lord eighteen hundred and sixty nine. At which meeting the Commissioners during a view of the premises adjacent, appointed Wednesday the twenty seventh day of October then next and nine o'clock in the forenoon, at the house of Charles P. Shaw in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer being the town within which such location of road is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as directed in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said twenty seventh day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same



October Meeting 1867

said Commissioners did then and there adjudge that common  
convenience and necessity require that the prayer of the petition  
should be granted. And no person or corporations  
having appeared to object thereto the County Commissioners  
then and there proceeded to locate said highway as follows  
to wit Commencing at a stone monument standing on the  
southerly side of the old Northampton road, a little easterly  
of the house of Charles R. Shaw, Thence running South  
eighty seven degrees East, over land of sd Shaw, five  
hundred and seven feet to a stone Thence North, seventy  
nine degrees East, over sd Shaw's land, Two hundred  
and ninety one feet to a Stone monument on the  
Westerly side of the Ware and West Warren road. The line  
are run, and the bounds are set, on the southerly or  
right hand side of the highway. The same being located  
fifty feet wide for the first course and distance and the  
last course and distance fifty feet wide at the commencement  
and sixty feet wide at the end. The lines being right lines

The County Commissioners having heard all parties interested  
in relation to damages, who expressed a desire to be heard  
thereon, consider and adjudge, That the sum of one  
hundred and thirteen dollars ( \$113 )

be paid to Charles R. Shaw. And that the owner of the  
land retain the legal right to construct a bridge or bridge  
across and underneath the road, for the purpose of irri-  
gation: provided, That said construction of bridge or  
bridge shall in no way, impair the highway. All in full  
compensation for all damage he will sustain in consequence  
of the aforesaid location of highway, no other persons, or  
corporations, in the opinion of the Commissioners being  
entitled to damage none are awarded. The travelled part  
of the aforesaid highway, having been constructed by the town  
of Palmer, and no trees, fences, or timber being left standing  
thereon the same is hereby accepted as a highway by the County  
Commissioners.

Wm. M. Lewis }  
Phineas Woodman } County  
Randolph Stebbins } Commissioners

All of which by the report of said Commissioners filed among  
the proceedings on the aforesaid petition fully appears.  
And now the said report being read and considered



is accepted and the road established as and for a public highway.

The Conn. River R. R. Co.  
Pet to est. dam. to land  
of Chester Crofts in  
Hollyoke 57

To the Honorable County Commissioners of the County of Hampden  
Your Petitioner, the Connecticut River Rail Road Company  
a Rail Road Corporation established under the laws of  
this Commonwealth respectfully represent that by the 298<sup>th</sup>  
Chapter of the acts of the Legislature for the year A.D. 1869  
they were authorized to change the location of their Rail Road  
Company, a Rail Road Corporation established under the  
laws of this Commonwealth, respectfully represent that by the  
298<sup>th</sup> Chapter of the acts of the Legislature for the year  
A.D. 1869 they were authorized to change the location of their Rail  
Road in the town of Hollyoke in said County upon the terms  
in said act presented that in pursuance of the authority gran-  
ted as aforesaid they have changed the location of their road  
in said town of Hollyoke and have filed such new location  
with the County Commissioners of the County of Hampden that  
under and by virtue of their said location they have taken  
for the use and purpose of their Rail Road, a certain  
strip or parcel of land situated in said Hollyoke and bounded  
northerly by land of H. W. Jones Easterly by land taken by your  
petitioner under their former location southerly by land of  
your petitioner and westerly by other land of the owner of the  
land taken as aforesaid for said new location being a strip  
about 126 feet in length, and situated between the west line of  
said Rail Road Company's old location and the west line of  
their new location and contains 2.8 acres of land also a trian-  
gular piece of land lying northerly of that above described.  
bounded Easterly by land occupied by the said Rail Road  
Company northerly by land occupied by H. Jones westerly  
by a line about three hundred feet in length and two and  
one half rods westerly of the center line of said Company's new  
location. That both of said tracts are owned by Chester Crofts  
during the life of H. J. Jones and during the life of the wife  
of the said H. J. Jones and after the death of the said H. J.  
Jones and his said wife the remainder by the will of the said  
Jones according to the provisions of the will of Jones deceased.  
That damage has been occasioned to the owner of the land  
taken as aforesaid wherefore your petitioner prays that your  
honorably body will after due proceedings had on the premises



October Meeting 1869

estimate the amount of damages caused to the parties interested in the land taken as aforesaid and assess the same in the manner prescribed by the statutes of the Commonwealth for such case.

The Connecticut River Rail Road Company

By D. L. Horne President -

Springfield Oct 1 1869 -

The foregoing petition was entered at a meeting of the County Commissioners helden at Springfield within and for said county on the first Tuesday of October in the year of our Lord eighteen hundred and sixty nine (this meeting)

And the County Commissioners having given due notice to Rowell P. Crafts mentioned in the foregoing petition, by serving him with an abstract thereof which notice the said Crafts has and doe acknowledge as sufficient and proper, as by his certificate hereto annexed will appear. The Commissioners met at the Holyoke House in Holyoke on Wednesday the seventeenth day of Nov 1869 at eight o'clock A.M. as per their order of notice hereto annexed. And having read the premises and heard in full, the parties interested, the Commissioners adjudged and decreed that the premises aforesaid are damaged by reason of the aforesaid location, in the sum of \$526 five hundred and twenty dollars.

Springfield Nov 30<sup>th</sup> 1869

W<sup>m</sup> M. Loomis )

P. Hedman )

Randolph Nelson )

(R. P. Crafts Certificate)

Hampden County

Holyoke Nov 17<sup>th</sup> 1869

I acknowledge sufficient and proper service of the within Petition

R. P. Crafts

(Order of notice)

Commonwealth of Massachusetts

Hampden Co At a meeting of the County Commissioners helden at Springfield within and for said county on the first Tuesday of October A.D. 1869. Upon the petition aforesaid it is now ordered that the Commissioners meet for the purpose of hearing the parties, at the Holyoke House in said



in said Holyoke on Wednesday the seventeenth day of November next at eight o'clock in the forenoon and that the petitioner cause notice to be given to all parties interested by serving each of them with an attested copy of said petition and this order, thirteen thirty days at least before said seventeenth day of November that they may then and there appear and be heard upon said petition."

By the County Commissioners  
Geo. B. Morris Clerk

~~(And now damages being estimated at seventy eight dollars the same is ordered to be paid out of the County Treasury)~~

The Connecticut River R.  
R. Co. Pet for estimation  
damages on land of  
H. W. Jones & wife

59

To the Honorable County Commissioners for the County of Hampden  
Your Petitioner, the Connecticut River Rail Road <sup>Company a Railroad</sup> Corporation established under the laws of this Commonwealth respectfully represent that by the 29<sup>th</sup> Chapter of the Acts of the Legislature for the year A.D. 1869 they were authorized to change the location of their Rail Road in the town of Holyoke in said County upon the terms in said act prescribed. That in pursuance of the authority granted as aforesaid they have changed the location of their Rail Road in the town of Holyoke in said County upon the terms in said act prescribed. That in pursuance of the authority granted as aforesaid they have changed the location of their Rail Road and have filed the new location thereof with the Commissioners of said County. That under and by virtue of their said location they have taken for the use of their said Rail Road a certain piece of land situated in said Holyoke and bounded by land owned by L. Crafts and the heirs of H. E. Jones on the south and north being of triangular shape about 1270 ft. in length measured on the center line of said new location and containing by estimation  $\frac{7}{16}$  of an acre. That said tract is owned by H. W. Jones during the term of his life - remainder by the present wife of the said H. W. Jones during her life remainder by the heirs of the said H. W. Jones according to the provisions of the will of Jones deceased. That damage has been occasioned to the owners of the land taken as aforesaid. Wherefore your Petitioner prays that your Honorable body will after due proceedings had in the premises estimate the amount of damage caused to the parties interested in the land taken as aforesaid and assess the same in the manner prescribed by the Statutes of this Com-



October Meeting 1869

monies for each case.

The Connecticut River Rail Road Company by  
Springfield, Oct. 1st, 1869.

D. L. Harris President

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October (the meeting) And the County Commissioners of said County having given due notice to H. W. Jones, mentioned in the foregoing

Petition of the Conn River Rail Road Company, by giving him with an abstract thereof, as appears by a copy of said abstract on file and hereto annexed; met the said Jones, and the petitioner of said Rail Road Co by its president Daniel L. Harris at the time and place mentioned in said abstract, and proceeded to view the land of sd Jones, as taken for the location of sd Rail Road, and described in the foregoing petition. And having heard all the parties fully in the premises, the Commissioners adjourned and decree that the premises aforesaid are damaged in consequence of the location of sd Rail Road as aforesaid in the sum of twenty eight Dollars \$28.00

Springfield Nov 30, 1869

Wm M. Loomis 3

P. Goddard

Randolph Stebbins } County Commissioners

Hampden County

Weymouth Nov 17 1869

I acknowledge sufficient and proper service on me of the within petition

R. P. Crafts

H. W. Jones

~~And now damages being estimated at twenty eight dollars the same is ordered to be paid out of the County Treasury~~

To the County Commissioners of the County of Hampden -  
Your Petitioner the Connecticut River Rail Road Company respectfully represent that they are a Rail Road Corporation having a portion of their road located in said County of Hampden. That under and by virtue of the authority given to them by the laws of this Commonwealth, and within the limits prescribed by the County Commissioners of the County of Hampden aforesaid, they have taken for

The Connecticut River Rail Road Co Pet to estimate damages on land of Lucy Emwell & others



the use of their road, as additional depot and station grounds in the village of Williamansett in said County, a tract of land described as follows to wit: Beginning on the southerly line of the highway leading Easterly from the depot in Williamansett, and at a point opposite the centre of the Arthur Leacock under said highway and running westerly by said highway to land of your petitioner thence southerly by land of your petitioner to land now & formerly of Orange Leacock thence Easterly by said land of said Town to a point one hundred and fifty feet Easterly from the East line of your petitioner's land thence northerly by a straight line to the place of beginning being the same premises described in the decree of the said term machines being the limits within which your petitioner might take land for the use aforesaid. Your Petitioner further requests that the land so taken be owned by Lucy Emerald of said Williamansett and by the heirs of Fanny Emerald late of said Williamansett deceased. That damage has been done to the owners of the land aforesaid by the taking thereof as aforesaid. Wherefore your petitioner prays that after due proceedings had in the premises your honorable body will estimate and apportion the damage occasioned to the owners of said land by the taking thereof as aforesaid.

Springfield Oct 20<sup>th</sup> 1869

Connecticut River Rail Road Company  
by Leonard & Wells their attys.

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said County on the first Tuesday of October in the year of our Lord eighteen hundred and sixty nine (this meeting). And the County Commissioners having given due notice to Lucy Emerald and to the heirs of Fanny Emerald mentioned in the foregoing petition, by serving the said Lucy Emerald, and certain heirs of Fanny Emerald with an abstract thereof, as will appear by the certificate of Dep. Sheriff filed among the papers in the case.

The Commissioners met at the Depot of the Conn River Rail Road Company in Williamansett on Tuesday the thirtieth day of November at two o'clock P.M. as per order of notice filed among the papers having read the petition, and having heard the petitioner by D. L. Davis President; and having heard the respondents by Counsel and witnesses the Commissioners continued the further consideration of the subject



October Meeting 1867

in the fourteenth day of December then next at the Court House in Springfield having further considered the same at the time, and place last named the County Commissioners adjudge and decree that the said Rock Road Commission shall pay, or cause to be paid, to the said Lucy Emerald, and heirs of Fanny Emerald, the sum of two hundred and twenty five dollars (\$225.00).

Wm. M. Green

Phenias Tidman } County

Randolph Stetson } Commissioners

(And now damages being estimated at two hundred and twenty five dollars the same is ordered to be paid out of the County Treasury)

Springfield etc Oct 18, 1869 -

Agreeable to the annexed order the Mayor and Aldermen of the City of Springfield request the Co. Court of the Co of Hampden to raise the dam & premises of Samuel Harris situated at the corner of Spring and Lyman street as mentioned in the annexed order in said Springfield and take such action thereon as the rights of the City and of individuals may in judgment require -

C. A. Winchester Mayor

J. M. Corley Geo Dought W. H. Smith } Aldermen  
W. S. Marsh J. M. Hall G. E. Howard } Springfield

The Mayor & Aldermen  
of Springfield Pet  
for alteration of the  
dam of Samuel Harris  
61

City of Springfield

Ordered, that whereas the Bulkhead of the dam across Esden Brook, near the shop or premises of Samuel Harris in this City and owned by him is considered unsafe, and has recently and heretofore in numerous instances broken away and at times caused great damages to the property of the City and many of our citizens by the overflow of water and the rushing of sand thereby filling the brook and adjacent lands with sand, and furthermore in consequence of bulk etc. and the want of provision for the passage of the water in any other way, the gates have been opened for the passage of the extra water, and in consequence has in this way also flooded the lands below and filled the brook with sand and flooded the streets with water to the great damage of the City and the citizens abutting on the brook in the



incumbent. Therefore the Mayor and Aldermen are hereby directed to apply to the Commissioners of the County of Hampden to view the said premises and take such action as in their judgment may seem proper and expedient in order that the right of the City and individuals may be protected agreeable to the provisions of Law. In Board of Alders Oct. 18. 1869 -

Read and passed A. T. Tolson Clerk

Commonwealth of Massachusetts

Hampden Co County Commissioners Meeting Oct 29. 1869

On the petition aforesaid it is ordered by the County Commissioners that they meet at the Court House in Springfield in said County on Tuesday the sixteenth day of November next at two o'clock in the afternoon for the purpose of viewing and examining said dam and that a copy of said petition and of this order thereon be served upon the said Samuel Harris fourteen days at least before the said sixteenth day of November that he may then and there appear and be heard And now the petitioner failing to appear the petition is ordered to be dismissed

Land Damages  
Add allowance

It is ordered that there be allowed to Morris Leary as damages to land caused by the location of the highway upon the petition of Morris Morton & others in addition to the sum heretofore allowed from the sum of forty dollars

Land Damages  
Add Allowance

It is ordered that the allowance to Bridget Welch for damages to land caused by the location of the highway upon the petition of Morris Morton & others & this order to the County Treasurer to pay the same be revoked and that there be allowed to Michael J. Welch for damages to land caused by the location of said highway the sum of one hundred dollars

Allowance to Chester  
for building highway

It is now ordered that the sum heretofore awarded to the Inhabitants of Chester towards the expense of the repairs upon the highway in Chester ordered upon the petition of H. P. Lucase & others be paid from the County Treasury and a warrant be drawn therefor for the said sum amounting to four hundred and twenty five dollars.



October Meeting 1869

It is ordered that the travel attendance of the jury and the account of the Sheriff upon the petition of C. N. Giamone for a jury amounting to the sum of one hundred and fifty four dollars and sixty two cents be paid from the County Treasury. It is ordered that the travel and attendance of the jury and the account of the Sheriff upon the petition of Thaddeus Chapin for a jury amounting to the sum of fifty four dollars and eighteen cents <sup>be paid</sup> from the County Treasury.

Pay of Sheriff Giamone upon pet. of C. N. Giamone  
Thaddeus Chapin

Sundry accounts being now presented are allowed amounting to the sum of six thousand nine hundred and eighty three dollars and two cents and the same are ordered to be paid from the County Treasury.

Accounts

The following persons are allowed the sum set against their names viz full for damages to land taken for highways amounting to the sum of five hundred and ninety three dollars and the same is ordered to be paid from the County Treasury viz

Land Damages

Pat. of Moses Norton & Co	
Moses Lewis	\$40.00
Michael J. Welch	100.00
Thaddeus Chapin add	40.00

Pat. of Selectmen of Cheshire	
Lucius B. Chapin	300.00

Pat. of Lorne Brown & Co	
Charles R. Shaw	113.00

Hampden ss, December 27 1869

Judgment is entered up according to report & c and all matters not acted up are ordered to be continued and this meeting is adjourned without day

Attest Geo. B. Morris Clerk



Commonwealth of Massachusetts  
Hampden Co

At a meeting of the County  
Commissioners begun and holden at Springfield within  
and for the County of Hampden on the fourth  
Thursday of December being the twenty eighth day of  
said month to the twenty ninth day of said month  
in the year of our Lord one thousand eight hundred  
and sixty nine and by adjournment on the fifth  
day of January to the sixth, on the nineteenth and  
twenty sixth days of January on the fifteenth to the  
sixteenth day of February on the twenty third day of  
February and on the twenty second day of March in the  
year of our Lord one thousand eight hundred and  
seventy

Present.

Phineas Steedman	} County Commissioners
Randolph Stebbins	
William M. Lewis	

William M. Lewis Esquire of Blanford having been  
declared by the board of examiners elected County  
Commissioner for the County of Hampden for three  
years ensuing and having been duly sworn, appears  
on said fifth day of January and the board con-  
sisting of Phineas Steedman Randolph Stebbins and  
William M. Lewis proceed to the choice of chairman. The  
whole number of votes cast is three of which Phineas  
Steedman has two and is chosen chairman of the  
board for the year ensuing.



December Meeting 1867

Selectmen of Palmer  
Pet for alteration of  
Western R.R. crossing  
in Palmer

5

Mistake see record  
below.

To the Board of Select of the town of Palmer.  
The undersigned respectfully represent that the crossing  
of the highway over the Western Rail Road track  
in the town of Palmer near the home of Jonathan  
Cooley, is dangerous that the public necessarily requires  
that a flagman be stationed at said crossing, or  
some mode of crossing said track be adopted less  
dangerous than the present. Your petitioner would  
therefore ask that your board petition the County Com-  
missioners to require a flagman to be stationed at  
said crossing, order a bridge constructed over said  
track, tunnel under, or a crossing at grade a few  
rods west of the present crossing.

Brimsfield March 12<sup>th</sup> 1866

Henry F. Brown & others

The foregoing petition was entered at a meeting of  
the County Commissioners holden at Springfield  
within and for said County on the second Tuesday  
of April in the year of our Lord eighteen hundred  
and sixty six. At which meeting — mistake see record below

To the County Commissioners of the County of Hampden  
Gentlemen The undersigned Selectmen of Palmer  
Respectfully represent that the rail road crossing near  
the house of Jonathan Cooley in said Palmer is unsafe  
for the public travel, and do hereby petition your Hon  
Board to view said Rail road crossing, and order  
the Western R.R. Corporation to station a flagman at  
said crossing, or construct a bridge over said  
R.R. track, or a tunnel under, or a crossing  
at grade a few rods west of the present crossing.  
Palmer April 5<sup>th</sup> 1866.

Enos Balkins } Selectmen  
George Moore } of  
J. E. Crane } Palmer

Selectmen of Palmer  
Pet for alteration of  
Western R.R. crossing  
in Palmer.

5

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the second Tuesday of April in the



year of our Lord eighteen hundred and sixty six  
 At which meeting the Commissioners, deeming a view of  
 the premises expedient, appointed Tuesday, the nineteenth day  
 of June then next and nine o'clock in the forenoon at the  
 office of A. U. Blanchard in Palmer as the time and place  
 for viewing the premises; and caused a copy of said petition  
 to be served upon the clerk of the town of Chicopee being the  
 town within which such alterations are prayed for, thirty  
 days at least before the time appointed for said view;  
 and before said view was had, said Commissioners gave  
 notice in like manner as described in the foregoing notice  
 of the petition, to all persons interested, of the time and  
 place for commencing said view. And on the said nineteenth  
 day of June the Commissioners met at the time and place  
 appointed, and proceeded to view the premises, and having  
 viewed the same the Commissioners then determined to  
 hear the parties at the same time of said view; and having  
 heard the parties, said Commissioners then proceeded to  
 consider and adjudicate upon the prayer of said petition  
 and after considering the same, said Commissioners did  
 then and there adjudge that common convenience and  
 necessity require, that the prayer of the Petitioners be granted

Chas. C. Wright

A. N. Merick } County

Danl. E. Potter } Commissioners

All of which by the report of said Commissioners filed among  
 the proceedings on the aforesaid petition fully appears, and  
 this petition was continued from meeting to meeting until  
 the meeting thereof holden on the first Tuesday of October  
 in the year eighteen hundred and sixty six at which  
 meeting the said report being read and considered  
 was accepted and this petition was continued from meeting  
 to meeting until this meeting and now the petition is  
 ordered to be dismissed

John D. Gallup & als  
 Pet for alteration view  
 location and discon-  
 tinuance Highway in Agawan

14 NOV 5 1866

To the County Commissioners of the County of Hampden  
 the undersigned inhabitants of Agawan, in said  
 County humbly represent that the Public Convenience  
 and wants require that the Highway or County road  
 from the State Line, near the Dwelling House



of the Late Sen Bildad Fowler in Agawam through Agawam Street to the Agawam Bridge; is in many places narrow, and will want grading. Bridges are narrow, and without sufficient railings, and out of repair and without sufficient boards to determine its location. We therefore humbly pray your Honorable body to visit said road and relocate or locate anew said road, between the above mentioned points, and to cause such further alterations and improvements as your honor may deem the public wants require, and to discontinue such parts of old road as are <sup>unnecessary</sup> useless. Agawam April 14 1868  
John D. Gallup and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and sixty eight and was continued from meeting to meeting to the meeting of said Commissioners holden on the fourth Tuesday of December in the year last aforesaid at which the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the twenty fourth day of February then next and ten o'clock in the forenoon at the house of Richard Burt in Agawam as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Agawam being the town within which such relocation and alterations are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as directed in the foregoing notice of



the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty fourth day of February the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same / did adjudge that and heard the parties proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition be granted, and after adjudicating as aforesaid, said Commissioners appointed Thursday the tenth day of June then next ensuing and nine o'clock in the forenoon, at the house of Isaac Bone in said Agawam as the time and place where and where they would meet and proceed to relocate said highway alterations therein and the said Commissioners having given notice of the adjudication and the time and place appointed for said location in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof, on the said tenth day of June said Commissioners met and commenced to locate and adjourned to Tuesday the twenty second day of June, and from time to time to Tuesday the fifteenth day of February A.D. 1870 when said Commissioners met and completed the location as follows to wit. Commencing at a Stone monument on the Westerly side of the old Hartford and Northampton Turnpike road and near the line between Massachusetts and Connecticut: and bearing from a Stone monument on said line, South seventy six and one sixth degrees East seventy feet distant therefrom: Then running North twelve and a half degrees East, on the Westerly side of the aforesaid old road, two thousand four hundred and forty feet to a Stone monument by land of Elisha Cook at a point in range of the Northerly end of the dwelling house of John D. Gallup, the highway for this course and distance is seventy feet wide at the commencement and fifty six feet wide at the end and is over the old road. Then by land of Elisha Cook and



December Meeting 1867

Daniel Tyler North fifteen degrees East, three hundred and eighty six feet to a Stone on or near the line between land of Daniel Tyler and Richard Francis: the highway for this course and distance is laid fifty six feet wide; and over the old road, Then North six degrees and five minutes East, partly over land of Richard Francis, and the old road, five hundred and forty eight feet to a Stone near the line between said Francis land and the estate of Lyman Whitman: the highway for this course and distance is fifty six feet wide at the commencement and one hundred and four feet wide at the end. Then North three and one sixth degrees East, partly over land belonging to the heirs of Lyman Whitman, and the old road, three hundred and fifty feet to a Stone: the highway for this course and distance is one hundred and four feet wide at the commencement and one hundred feet wide at the end. Then North thirteen and a quarter degrees East, over said Heirs land and the old road, one hundred and forty one feet to a Stone: the highway for this course and distance is one hundred feet wide. Then North sixteen and a half degrees East, over the old road, one hundred and thirty seven feet to a Stone, the highway for this course and distance is one hundred feet wide at the commencement and seventy six feet wide at the end. Then North twenty and two thirds degrees East, over the old road eight hundred and eight feet to a Stone by Henry Worthingtons land: the highway for this course and distance is seventy six feet wide. The Horse Barn belonging to Henry Worthington and the M. E. Church Building are to be allowed to stand as at present during the lifetime of said buildings. Then North six and a half degrees East, one hundred and forty seven feet to a Stone by the said Worthingtons land: the highway for this course and distance is seventy eight feet wide at the commencement and sixty eight feet wide at the end. Then North two and a half degrees East, six hundred and twenty nine feet to a Stone by land of Harry Porter: at a point nine feet Northwesterly from a point in range of



the southerly end of said Porters dwelling house: the  
 highway for this course and distance is seventy eight feet  
 wide at the commencement and one hundred feet wide  
 at the end. Then North nine and one sixths degrees East,  
 five hundred and fifty three feet to a Stone in range  
 of the Northerly end of a small dwelling house: the  
 highway for this course and distance is one hundred  
 feet wide at the commencement and ninety feet  
 wide at the end. Then North two and a quarter degrees  
 East, one hundred and forty seven and a half feet to a  
 Stone: the highway for this course and distance is ninety  
 feet wide: Then North eleven and one twelfth degrees East,  
 four hundred and fifty feet to a Stone in range of Harvey  
 Porters North line: the highway for this course and distance  
 is ninety feet wide at the commencement and one hundred  
 and four feet wide at the end. The distillery of Harvey Porter  
 standing partly on this part of the highway is to be allowed  
 to stand as at present during the lifetime of the present  
 building. Then North thirteen and a half degrees East,  
 eight hundred and sixty two feet to a Stone: the highway  
 for this course and distance is one hundred and four  
 feet wide at the commencement and eighty three feet  
 wide at the end. Then North eleven and a quarter  
 degrees East, by Laban Butler's land, seven hundred and  
 fifty seven feet to a Stone in range of the line between Ethan  
 Coltons and Lewis Worthingtons land the highway for this  
 course and distance is eighty three feet wide at the commu-  
 cument and eighty feet wide at the end. Then North nine  
 and two thirds degrees East, seven hundred and thirty  
 three feet to a Stone by land of the heirs of Chancery Purchase  
 the highway for this course and distance is eighty feet  
 wide at the commencement, and eighty five feet wide  
 at the end: Then North one half degree East, four  
 hundred and ninety six feet to a Stone by said Purchase  
 heirs land: the highway for this course and distance is  
 eighty five feet wide at the commencement, and eighty  
 two feet wide at the end: Then North four and a  
 half degree West, nine hundred and nineteen feet to  
 a Stone in range of the line between Michael Haley and  
 David Worthingtons land: the highway for this course and  
 distance is eighty two feet wide at the commencement



December Meeting 1867

and eighty eight feet wide at the end. Then North forty minutes West. four hundred and seventy feet to a Stone by David Worthingtons land the Highway for this course and distance is eighty eight feet wide at the commencement and one hundred and four feet wide at the end. Then North thirteen degrees East, five hundred and fifty six feet to a Stone in range of the Northwely end of G. L. Boves dwelling house. the Highway for this course and distance is one hundred and four feet wide. Then North sixteen and a half degrees East, thirteen hundred and twenty two and a half feet to the South East corner Stone of the Bunal Ground fence. the Highway for this course and distance is one hundred and four feet wide at the commencement, and one hundred and nine feet wide at the end. Then North seventeen and a quarter degrees East, eight hundred and twenty five feet to a Granite Stone set beneath the surface of the ground at the South East corner of the Baptist Church lot. the Highway for this course and distance is one hundred and nine feet wide at the commencement and two hundred and fourteen feet wide at the end. Then North twenty and a half degrees East. two hundred and eighty eight feet to a Stone by Asa Lorde land. the Highway for this course and distance is two hundred and fourteen feet wide at the commencement, and two hundred and ten feet wide at the end. Then North twenty and one sixth degrees East, six hundred feet to a stone by land of the Baptists Parsonage. the Highway for this course and distance is two hundred and ten feet wide at the commencement, and one hundred and eighty nine feet wide at the end. Then North twenty degrees East, four hundred and seventy five and a half feet to a Stone by Reuben Duncys land the Highway for this course and distance is one hundred and eighty nine feet wide at the commencement and one hundred and forty one feet wide at the end. Then North seventeen and a half degrees East, one hundred and two feet to a stone by the line between Reuben Duncys and William Horters land



The highway for this course and distance is one  
 hundred and forty one feet wide at the commence-  
 ment, and one hundred and twenty seven and  
 a half feet wide at the end: Then North fourteen  
 and a half degrees East, two hundred and  
 seventy two and a half feet to a Stone by line between  
 William Foster and Wolcott Hiers land: the highway  
 for this course and distance is one hundred and  
 twenty seven and a half feet wide at the commencement  
 and one hundred and twelve feet wide at the end  
 Then North twelve degrees East, sixteen hundred and  
 twenty six feet to a Stone in range of line between  
 Parsons Brothers and Henry M. Todd's land: the highway  
 for this course and distance is one hundred and  
 twelve and a half feet wide at the commencement  
 and eighty eight feet wide at the end: Then North  
 ten degrees East, three hundred and forty nine feet  
 to a Stone by said Todd's land, and in range of  
 the Northernly side of the Ferry road: the highway for  
 this course and distance is eighty eight feet wide at  
 the commencement and ninety three feet wide at the  
 end: Then North nine and two thirds degrees East  
 four hundred and five feet to a Stone by L. W. Hall's  
 land: the highway for this course and distance  
 is ninety three feet wide at the commencement and  
 seventy seven feet wide at the end: Then North seven  
 degrees East, one hundred and thirty six feet to a Stone  
 by said Hall's land: the highway for this course and  
 distance seventy seven feet wide at the commencement  
 and seventy six feet wide at the end: Then North four  
 and one sixth degrees East, one hundred and eighty  
 three feet to a Stone in line between said Hall and  
 W. H. Millers land: the highway for this course and  
 distance is seventy six feet wide: Then North nine  
 degrees East, three hundred and thirty five and a  
 half feet to a Stone by said Millers land: the highway  
 for this course and distance is seventy six feet wide at  
 the commencement and fifty feet wide at the end:  
 Then North eighteen and two thirds degrees West, twelve  
 hundred and eleven feet to a Stone: the highway for this  
 course and distance is fifty feet wide: Then North



December Meeting 1867

twenty six degrees West, one hundred and eighty  
seven and a half feet to a point in the center  
of the location opposite to and sixty feet from a stone  
on the Westerly side of the same; the highway for  
this course and distance is fifty feet wide at  
the commencement and one hundred and  
twenty feet wide at the end, and is over land  
of R. Burt and the old location; Then North  
forty two degrees West, two hundred and thirty  
feet to a point in the center and opposite to  
a stone on the Westerly side of the highway and by  
land of Wells Austin the highway for this course  
and distance is one hundred and twenty feet wide  
at the commencement, and fifty feet wide at the  
end, and is partly over land of said Burt and  
the old location; Then North forty and two thirds  
degrees West, two hundred and forty eight feet  
to a point in the center and opposite to a stone  
at the North Easterly corner of Reynolds Austins  
Door yard fence; the line is run in the center of the  
last three courses, and for the last course and  
distance the highway is three rods wide; Then  
North sixty eight and one sixth degrees West, one  
hundred and nineteen feet to a stone by E. Roberts  
land near the old Hartford road; the highway  
for this course and distance is three rods wide at  
the commencement and ninety two and a half  
feet wide at the end, measuring in range of a  
stone at the South Westerly corner of Enoch L. Coopers  
land; Then North twenty six and two thirds degrees  
West, two hundred and eighty four and a  
half feet to a stone by Isaac Bowers land the  
highway for this course and distance is ninety  
two and a half feet wide at the commencement and  
fifty one feet wide at the end and, is partly over  
land of Enoch L. Cooper and the old road; Then  
North thirty five minutes West two hundred and  
seventy four feet to a stone on Isaac Bowers land  
Then North forty seven degrees West, four hundred  
and twelve feet to a stone by land of Dorcas  
and Julia Ely; the highway for the last two



courses and distances is fifty one feet wide at the commencement and fifty five at the end and are over lands of Isaac Bone. Each to be for the old road, Robert Ely and Dorace and Julia Ely. The lines are run except these courses begin particularly mentioned or run in the center, on the Westerly side of the highway and the bounds are also set upon the same side, and all the boundary lines are right lines, and all parts of the location not particularly otherwise described are over the old roads. And now it is ordered that the town of Algonquin cause that part of the new location of highway embraced in the third, fourth, and fifth course and distances of the survey being partly over the lands of Richard Francis and the heirs of Lyman Whitman and the old road, to be constructed upon the line as indicated by the grade pins and stakes so that the center of the traveled part thereof shall be nearly upon said line and in accordance with the following specifications to wit to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the traveled way, or may be used in embankment, if it be so placed as not to be within three inches of the surface of the road when finished. When the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 10 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of 15 feet for the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, where the subsoil is sand, the said traveled part of the road after being properly graded, must be uniformly covered over its whole width with a coat of loam four



December Meeting 1867

inches thick, and afterward with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 18 feet, exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 18 feet aforesaid. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road of eight feet as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge in such manner that no water can permanently stand by the road side. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditches will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must



be crowned, in manner before mentioned, from the edge  
 of the interior slope of the ditch on the uphill side to the center  
 and from thence to the exterior or downhill side must  
 be made nearly or quite level. All sides of excavations or  
 embankments when the materials are of a loamy or adhesive  
 character must be made at an angle not exceeding forty  
 five degrees; when the materials are loose gravel or sand  
 the angle must not exceed thirty degrees from a horizontal  
 line, or two feet slope to one foot rise. Each road must be  
 firmly and substantially railed, when railing is necessary  
 for the safety and convenience of the traveler: the railing must  
 consist of straight handsome chestnut poles not less in  
 any part than five inches in diameter, and be securely  
 fastened with iron bolts to stone or chestnut posts two  
 feet high above the face of the road, not less than eight  
 inches in diameter, and embedded in the earth or embank-  
 ment not less than three feet, and not more than twelve  
 feet distant from each other from center to center. Where the  
 sides of embankments are constructed or secured with substantial  
 well laid stone walls, stones two feet high above the face of  
 the road, and not less than eighteen inches in diameter  
 at their base may be substituted for the stone posts aforesaid.  
 All joining or splittings of said railing must be made  
 on the summit or top of some one of the stone supports  
 aforesaid, by chamfering the joining ends of each of  
 said poles or posts, at least one foot in length in such  
 manner that the chamfered faces will fit and lie close  
 together, with the iron bolt aforesaid passing directly  
 through the center of said joining or splitting. Or a  
 stone wall built in a substantial, and workmanlike man-  
 ner, two and a half feet high above the face of the  
 road, not less than two feet in thickness at its base  
 and fifteen inches at its top, and placed on a good  
 bank wall, may be substituted for the railing aforesaid.  
 In all places where it is necessary to have railing, the  
 road if constructed of earth slopes must be worked  
 sufficiently wide to allow the posts which support said  
 railing, to be firmly and permanently placed in the  
 embankment with the interior or inside thereof, not  
 less than 2 feet within the edge of the slope of the  
 embankment, and without, in any



manner obstructing or interfering with said 18 feet for the traveled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned (and when the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road need be worked to no greater width than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing and the thirty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 12 inches in addition; except the span of the arch or arches of a bridge each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade, and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long, measured at right angles with the direction of the road, and be substantially and properly railed to the height of three feet, and to the width of not less than 18 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good, firm, straight stone sides, or abutments not less than two feet apart, and 20 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over



said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent or descent in the grading of the road, as hereafter described, and construct said culverts or bridges in manner prescribed for the bridge; and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns, in good repair, and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house or other building where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall if the owner of said building shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto; provided, however, when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling-house or other building, it must be constructed and sloped on that side of the traveled way nearest said building in such manner as to render the road safe without the aid of railing, for in such case no railing can be allowed; and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared beside the proposed traveled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings, intersections or connections therewith, as to render them perfectly safe and convenient for the traveler. And it is further ordered



that the grading of the new part of the road aforesaid which is within the town of Agarum be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins pins are all placed in the center of the road bed except at the ends or joints of connection are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road and the crowning of 12 inches required by this order is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit: at stations one and two grade, at sta. 3. cut 1. foot; at Sta 4 grade at Sta. 5 fill 1.5. foot; at Stas 6, 7, 8, 9, and at points opposite stations 10 & 11 in or near the center of the present road bed, grade, and the inclinations of the traveled part of the road when completed are to be as follows, to wit. From Sta. 1 to 2 nearly level from station 2 to 8  $1^{\circ} 15'$  descending, from Sta 8 to 9  $2^{\circ}$  from Sta. 9 to 10,  $3^{\circ} 15'$ , from Sta. 10 to 11,  $1^{\circ} 15'$  all descending. And it is further ordered that the town of Agarum cause the traveled part of the road at either end of the bridge, next Northwesterly of the dwelling house of Henry Worthington, to be raised so that when completed the grade shall be uniform from the top of the planking of the bridge to a point one hundred feet in either direction therefrom. And all that part of the road bed between the dwelling house of said Worthington and the Agarum bridge which is sandy is to be covered with some good hardening material for the width of ten feet and



ten inches deep. And it is further ordered that the hill next Northwly of the dwelling house of Richard Bart be reconstructed and graded according to the following specifications and so that the same shall not exceed the grade hereafter mentioned and so that the general construction shall be in accordance with the printed specifications in regard to the construction of the aforementioned new location. and the grading of said hill is to be as follows to wit commencing at a point in the center of the road bed opposite station No 1 about 18 feet Northwly of an apple tree on Richard Bart's land on the Easterly side of the road marked X. at grade. At stations No 2 and 3 grade. at Sta. No 4 cut 3 feet. at sta 5 cut 2 feet. at Sta. 6 cut 3.9 feet. at sta 7 cut 1.8 feet at Sta. 8 fill 1 foot at Sta. 9 fill 2.6 feet. at Sta 10 fill 2.8 feet. at Sta. 11 fill 1.8 feet. at sta. 12 grade And the inclinations of the road when finished are not to exceed the following to wit, from station one to station 5, 2° ascending from station 5 to sta. 7. 2° 20' from sta 7 to sta 9. 2° 45' from sta 9 to sta 12 15' descending. and it is further ordered that the culvert between the dwelling house of Enoch L. Cooper and Isaac Bowe be lengthened <sup>by adding and that retaining or wing walls be constructed on either side of the culvert</sup> by adding to the easterly end, so as to protect the embankment on either side and over said culvert, said culvert and walls are to be of suitable dimensions to resist the pressure of the said embankment and are to be laid on a secure foundation and the traveled part of the highway is to be straightened at this point so that the same when completed shall be not less than twenty eight feet wide in the clear measuring from the Easterly side of the willow tree on the Westerly side of the embankment, and the railing crowning and ditches of that part of the highway from the house of Enoch L. Cooper to the end of the location is to be in accordance with the aforementioned printed specifications, and the width of the said traveled part of the road is to be twenty feet. and the hill Northwly of said culvert is to be graded as follows commencing at a point fifty feet Northwly of station 22 at grade at sta. 23 fill 2 feet. at sta. 24 fill 1.9 feet. at sta 25 grade. at station 26 cut 2 feet. and the inclination is to be as



December meeting 1869

follows to wit. From a point 50 feet Northwesterly of Station 25 to a point 50 feet Northwesterly of Sta 26 2° 15'. The stakes bearing the numbers on the east two portions of the road are set by the Westerly side of the same, and the points of admeasurement are in the surface of the center of the present road bed. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of Fifty Dollars be paid to Richard Finances

\$50.00

And the sum of sixty five dollars be paid to the heirs of Lyman Whitman

\$65.00

And the sum of Twenty Dollars be paid to Richard Burt

20.00

And the sum of sixty dollars be paid to Erich L. Cooper

60.00

And the sum of seventy dollars be paid to Isaac Rowe

70.00

And the sum of four dollars be paid to Robert Ely

4.00

And the sum of eight dollars be paid to Dorcas & Julia Ely

8.00

\$277.00

All in full compensation for all damage they will sustain in consequence of the aforesaid location of a highway.

No other persons or corporations in the opinion of the Commissioners being entitled to damage none are awarded.

The owner of the land over which a portion of the aforesaid highway is located are allowed until the first day of May next to remove their trees and fence therefrom.

And it is directed by the County Commissioners that the town of Agawam cause the aforesaid construction and repairing of highway to be completed in accordance with the foregoing order and to the acceptance of the County Commissioners on or before the first day of October A.D. 1870

Springfield Feb 15<sup>th</sup> 1870



Phineas Steedman } County  
 Randolph Stebbins }  
 Wm M. Lewis } Commissioners.

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appear, And now the said report being read and considered is accepted and the road established as a public highway.)

James B. Brown &  
 Pet for a highway  
 in Brimfield

25

To the County Commissioners of the County of Hampden  
 The undersigned respectfully represent that public necessity and convenience require that a public highway should be laid out and constructed beginning at the house of Charles W. Bacon in Brimfield and running northerly to intersect the highway leading from Brimfield center to Warren. Your petitioner therefore ask that after viewing the route proposed you will take such action in the premises as the public interests require

Brimfield Sept. 7<sup>th</sup> 1868

James B. Brown & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord eighteen hundred and sixty eight and was continued from meeting to meeting to a meeting holden on the second Tuesday of April in the year eighteen hundred and sixty nine at which meeting the Commissioners deeming a view of the premises expedient and proper, gave notice that they would meet for the purpose of said view, at the dwelling-house of James B. Brown in Brimfield on Friday the fourth day of then next, at ten o'clock A.M. And it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County or his Deputy, upon the Clerk of the town of Brimfield in said County thirty days at least before the said fourth day of June and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order therein once a week, in the Palmer Journal



a public newspaper printed in said county, three weeks successively, the last publication to be fourteen days at least before the time of said view. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted by said Sheriff or Deputy in two public places in the town of Brimfield fourteen days before said fourth day of June and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deemed a view of the premises expedient and proper and that a view of the same will be taken by them at the time and place aforesaid. And this petition was continued from meeting to meeting until this meeting, and now it is ordered that the petition be dismissed.

To the County Commissioners of the County of Hampden. Respectfully represent the undersigned that Hiram Owen & others petitioned the Selectmen of the town of Westfield to lay out a town way from some point opposite or nearly opposite the Western terminus of School street to Charles street in said Westfield; a copy of said petition is herewith filed marked A. B. C. And on the 20<sup>th</sup> day of February A. D. 1869 said Selectmen caused written notice of their intention to lay out said way to be left at the usual places of abode of the owners of the land over which said contemplated road is asked to be laid out; a copy of said notice with the return of the officer is herewith filed marked D. E. F. And on the 27<sup>th</sup> day of February A. D. 1869 said selectmen proceeded to lay out a town way upon said petition a copy of said location is herewith filed marked G. H. I. and inserted an article in the town warrant for the annual March meeting for A. D. 1869 to see if the town would accept the report of the Selectmen in laying out said way. When the article came up the town refused to accept the report of said Selectmen and refused to establish a town way; & so your petitioners say that the town unreasonably

E. A. Eggleston & Co.  
Pet for a town way  
in Westfield



refused to establish said town way and to the day of the date of this petition unreasonably refuses and delays to approve and allow said town way laid out by the selectmen as aforesaid and they hereby ask your honorable board to approve & allow of said way as laid out by said selectmen and that the same may become a town way and as in duty bound will ever pray,  
Westfield July 31. 1869

E. A. Eggleston & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord eighteen hundred and sixty nine, and was continued to a meeting holden on the first Tuesday of October in the year last aforesaid at which meeting the Commissioners deeming a view of the premises expedient, appointed Tuesday, the twenty fifth day of January then next ensuing and ten o'clock in the forenoon, at the Worcester House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such town way is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty fifth day of January the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same



December Meeting 1867

time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted. It is therefore ordered by the County Commissioners that the town way aforesaid be approved and allowed as laid out by the selectmen of Westfield; and the town Clerk of said town is directed to record the laying out and acceptance thereof as made by said selectmen: which laying out and acceptance is as follows - to wit: "The subscribers Selectmen of the town of Westfield, upon the application of Horace Owen and others of said Westfield, to lay out a town way in said town the center line beginning at a point on Washington Street between the houses of F. S. Elston and Eben Phelps in said town, then running Westerly crossing Hampden street to and ending at Charles Street so called in said town." Having given seven days notice of our intention to lay out the same and stated in said notice the termini thereof, by causing a written notice of our intention to lay out the same to be left at the usual places of abode of the owners of the land over which said town way was proposed to be laid out and having met at the time and place appointed for the purpose and having personally examined the route proposed are of opinion that there is occasion for a town way for the use of said town as proposed. We therefore lay out said way as follows. Beginning at a stone monument in the South East corner of Charles Street so called, then running South forty three and a quarter degrees East. seventeen links on land of Noah B. Phelps then on land formerly of N. L. Leonard South forty three and a quarter degrees East. sixty two rods and twenty three links to Hampden street: then same course three rods and four links to the East side of Hampden Street then on land of said Leonard South sixty degrees East one rod and three



links to land of Beebe Smith then on said Smith South sixty two degrees East six rods and eight links to land of said Leonard; then on land of said Leonard, South sixty two degrees East, ten rods and ten links to the division line between said Leonard and F. S. Egleston then on said line South sixty seven and three quarter degrees East, ten rods and two links to Washington street. The above described line being the South line of the road located; and said town way to be three rods wide between said Ebenezer street and Hampden Street and between said Hampden and Washington Streets said town way to be two rods wide. We award to Eben Phelps Fifteen Hundred dollars Beebe Smith Fifteen dollars for their damages to be paid by said town respectively. We award to N. L. Leonard no damages and the other owners of land over which said way is laid namely Noah B. Phelps, Sophia Alexander Lydia Cowles, Eben A. Egleston B. R. Lewis Frank Fred. Apollon Hathaway C. Purpoint Eliza Felon S. F. Smith Daniel Wail, David Frank Hiram Owen Sarah Witt Dolly Bouklomen Gratia A. Barnes, Susan Beck, A. D. Fuller, and Stanton M. Mallory making no claims to damages and waiving all claims to the same, none are awarded; and we allow the several owners respectively three months to move any buildings and fences on said land, which said laying out with the boundaries and measurements have been filed with the Town Clerk seven days before this meeting and the said laying out of said road is now reported to the town with the boundaries and measurements of the same for them to accept and allow the same. Given under our hands at Westfield this twenty seventh day of February A.D. 1869.

Wm. Perrin } Selectmen  
 Eliza Gaylord }  
 John Fowler } of Westfield

Springfield February 15<sup>th</sup> A.D. 1870

Phineas Steadman } County  
 Randolph Stebbins }  
 Wm. M. Lewis } Commissioners



All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. and now the said report being read and considered is accepted and the road established as and for a public townway -

The County Commissioned having apportioned the money received under the provisions of chapter 130 of the acts of 1867 not expended in the payment of damages done by dogs, order that the same amounting to the sum of four thousand eight hundred and eighty five dollars and ninety two cents be paid back to the Treasurers of the City of Springfield and of the several towns in the County in the proportions following

Apportionment of  
money to be repaid  
to towns - may be used  
dog tax

Springfield	\$1780.38
Westfield	480.98
Holyoke	489.54
Chicopee	368.88
Palmer	252.18
West Springfield	211.11
Morrison	176.79
Wilbraham	161.71
Agawam	130.51
Brimfield	127.91
Longmeadow	124.27
Granville	99.31
Blandford	89.43
Chester	72.80
Ludlow	72.28
Southwick	63.96
Wales	57.20
Russell	51.85
Montgomery	43.18
Pollard	32.85
Holland	19.24
	<u>4885.92</u>

Springfield  
Jan'y 6<sup>th</sup> 1870.

Phineas Steadman } County  
Randolph Stebbins } Commissioners  
Wm M. Lewis }



The account of M. W. Bridge Esq County Treasurer being presented is allowed and placed upon file

## County Estimates

Estimated expenses of the County of Hampden for the year 1870, with the amount necessary to be raised by tax

For payment of jurors	8000.
" Services of Venues	300.
" Officers of the Courts	1000.
" Salaries of Special & Co Commissioners	1700.
" Land Damages	2500.
" Sheriff's Juries	200.
" Publishing Commissioners Notices	300.
" Survey of Highways	300.
" Construction of Highways & setting monuments	1200.
" Inquests	600.
	16100.00

## At Jail &amp; House of Correction

For Provisions	7000.
" Clothing	1200.
" Fuel & Lights	1300.
" Beds & Bedding	200.
" Salaries of Officers	3600.
" Repairs	500.
" Instruction	350.
" Furniture	100.
" Discharged Prisoners	50.
" Medicine & Attendance	175
	14975.00

## At Court House

For Messenger	700.
" Record Books, & Stationery	600.
" Law Library	200.
" Repair	144.10
" Fuel & Lights	300.
" Clerk of Courts	400.
" Salary of Sheriff	1250.
" " " Treasurer	1000.
" Legal Expenses	50.
" Examiners of Accounts	50
	4894.10
Carried Forward	35769.10



December Meeting 1869

Boat up 35769.10  
for criminal costs 11500. 11500.00

County Indebtedness for orders drawn on Treasurer 9423.75  
Total Estimated 56692.85

Deduct balance in Treasury Dec 31<sup>st</sup> 1869 18192.85

Amounts called for by tax for the year 1870 \$38500.00

Phineas Steedman }  
Randolph Stebbins } County  
Wm. M. Lewis } Commissioners

Sidney Birge is licensed as an innholder at the  
Hampden House on the east side of the Green in  
Westfield. (Dec 29)

Licenses

Albert L. Hayden is licensed as an innholder at  
the four mile house in Westfield (Feb 16)

George Dwight and Gideon Wells Esqrs of Spring-  
field and E. V. B. Holcomb Esq of Chicopee are  
appointed overseers of the house of correction for the  
ensuing year.

The sum of seven hundred and fifty one dollars  
and fifty eight cents is allowed for damages done  
to sheep and other domestic animals by dogs and  
for services performed under Chapter 130 of the  
acts of 1867 and the same is ordered to be paid  
out of the money received by the County Treasurer  
under the provisions of said act

Lease Damages  
751.58

Sundry accounts being now presented are allowed  
amounting to the sum of six thousand and sixty  
eight dollars and eighty six cents and the same are  
allowed and ordered to be paid from the County Treasury

Accounts  
6068.86



Hampden Co March 23<sup>rd</sup> 1870

Judgment is entered up according to reports &c and  
all matters not acted upon are ordered to be continued  
and this meeting is adjourned without day.

Attest

Geo B Morris Clerk



April Meeting 1870

Commonwealth of Massachusetts

Champlain ss

At a meeting of the County Commissioners  
legally and holden at Springfield within and for the  
County of Hampden on the second Tuesday of April  
being the twelfth day of said month to the thirteenth  
day of said month and by adjournment on the  
thirteenth day of said month on the twenty fourth  
day of May to the twenty fifth day of May and  
the 14th day of June in the year of our Lord  
one thousand eight hundred and seventy

Present Phineas Hedman Esq County  
William M. Lewis Esq County  
Albert D. Bagge Esq Special Comm  
Newton J. Hubbard Esq

To the County Commissioners for the County of Hampden  
The Inhabitants of the town of Broomfield by Paul  
M. Paige, Henry F. Brown and Sam. Ferry their duly  
authorized, respectfully represent that the road recently  
located and constructed in the town of Broomfield on  
the petition of Elijah Hubbard and others, has never  
been accepted by your board and opened for travel,  
and that so much of the same as lies in the "Great  
Swamp" so called, has been washed away and cannot  
be put in condition to be safe for public travel only  
at great expense with no reasonable prospect that it  
can be so maintained only at an expense entirely  
disproportionate to the benefits received. They would  
further represent that the necessity which called for  
the construction of the above road has been very  
much lessened since your order was issued. Also  
that if the road is to be maintained it can be done  
and give the public ample accommodations at a  
much less expense upon an other location viz:  
commencing on the Holland road about half a mile  
Northwesterly of the present location and running a  
South Easterly direction and terminating on the  
present location on or near the Easterly side of the  
"Great Swamp" We therefore ask you to view  
the premises and discontinue so much of said road

The Inhabitants of  
Broomfield Pet. for  
discontinuance alteration  
and new highway  
in Broomfield



115  
as is not required for the accommodation of the public  
travel or by your action becomes unnecessary. And  
if you should be of the opinion that the wants of  
the public require that a road should be continued in  
that vicinity that you would locate a new road  
as aforesaid or take such other action in the case  
as to you seems proper and the public good requires  
Brimfield June 9<sup>th</sup> 1869

Inhabitants of Brimfield By  
Paul W. Paige  
Amos E. Brown } Committee  
Elihu Perry }

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the second Tuesday of April  
in the year of our Lord eighteen hundred and sixty  
nine. At which meeting the Commissioners, deeming a  
view of the premises expedient, appointed Thursday the fif-  
teenth day of July then next and eight o'clock in the  
forenoon, at the Brimfield House in Brimfield as the time  
and place for viewing the premises; and caused a copy  
of said petition to be served upon the clerk of the town of  
Brimfield being the town within which such discontinuance  
and location of highway is prayed for, thirty days at least  
before the time appointed for said view; and also caused  
abstracts of said petition, containing the substance thereof,  
to be posted in two public places in said town; and also  
gave notice to all persons interested by causing a copy of  
said petition to be published three weeks successively in the  
Springfield Daily Republican a newspaper published in  
said County, said posting and the last publication of  
said copy having been fourteen days at least before  
the time appointed for said view, and before said view  
was had, said Commissioners gave notice in like manner  
as described in the foregoing notice of the petition to all  
persons interested of the time and place for commencing  
said view and on the said fifteenth day of July the  
Commissioners met at the time and place appointed,  
and proceeded to view the premises and having viewed  
the same and heard the parties by their attorney and



Spice Meeting 1870

agents, continued the further consideration of the case to an adjourned regular meeting of the County Commissioners at the Court House in Springfield on the sixteenth day of July aforesaid, at which time a further hearing was had and the case was further continued to the twenty seventh day of said July, and from then from time to time to the eighteenth day of August then next ensuing, at which time a further consideration of the matter was had, and after said consideration the Commissioners determined that the existing highway between the termini mentioned in the petition can be so far amended as to supersede the necessity of laying out a new highway, or altering the location of existing ways, and that such amendments be made, and after adjudicating as aforesaid, said Commissioners appointed Tuesday the twenty sixth day of October then next ensuing and nine o'clock in the forenoon, at the Brimfield House in said Brimfield as the time and place when and where they would meet and proceed to locate and order such specific repairs and amendments and the said Commissioners having given notice of the adjudication and the time and place appointed for the meeting aforesaid in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said twenty sixth day of October the Commissioners met and proceeded to locate amendments and specific repairs as follows: to wit. And now it is ordered that the town of Brimfield, cause the travelled part of the existing highway lying in the Great Swamp so called to be amended and repaired as follows to wit. All the travelled part of the road lying between Station No. 1 on the Easterly side of the Swamp and Station No. 9. on the Westerly side of the Swamp is to be raised by filling in with some good and suitable material, so that the same shall be raised at the several stations as follows.  
At Station No. 1 grade. At Station No. 2 fill 1 ft.



At No. 3. fill 1.5 ft At No. 4 fill 1.1 ft. At  
 No. 5 fill 1.3 ft At No. 6 fill 1.6 ft At No. 7 fill  
 1 ft At No. 8 fill 1 ft At No. 9. grade  
 And the grade of the travelled part of the road  
 when completed, is to be uniform from the top  
 of the several fills, and from Station to Station.  
 and the travelled part of the highway is to be not  
 less than seventeen feet in the clear between the railings  
 when completed. And to be constructed with side  
 slopes of not less than one and one half ft slope  
 to one ft rise. And the slopes to be sodded with  
 good sods from the adjoining meadow. One ad-  
 ditional bridge, at least 15 ft in the clear, will be  
 required about 60 ft East of the present bridge  
 at the west side of the meadow. At a point  
 where the current of the stream in high water  
 strikes across the meadow and against the em-  
 bankment of the highway the walls of which are  
 to be 24 ft in length 3 ft wide at the bottom, and  
 1 ft at the top, and built on a double thickness of  
 yellow pine or hemlock plank, 2 1/4 in thick laid  
 crosswise. The plank covering to be of chestnut or  
 white oak and 3 inches in thickness. Any or all the  
 bridges, or their side walls between stations No. 1 and  
 9, which may be out of repair, are to be properly repaired.  
 And the side walls of all the bridges raised in height,  
 so that the upper surface of the planking thereof shall  
 be at least 8 inches higher than the general level of  
 the road bed when completed, and sloped therefrom  
 to the distance of 25 ft. In case a bridge is constructed  
 within 70 feet of another the intervening space or  
 spaces are to be filled to conform to the upper surface of  
 the plank covering thereon. Each bridge. Together with  
 all that portion of the highway across "Crest Swamp"  
 which requires railing is to be properly railed to the  
 height of 8 feet, and to the width of 17 feet in  
 clear of all obstructions. The whole to be constructed  
 and repaired in a good and workmanlike manner  
 to the acceptance of the County Commissioners on or  
 before the fifteenth day of September 1870. And it is  
 further ordered, that on the completion of the above



April meeting 1870

order and specific repairs. By the town of Springfield  
then be paid out of the County treasury. The said town  
The sum of five hundred dollars

Phineas Steadman } County  
Randolph Gibbons }  
Wm M. Lewis } Commissioners

All of which by the report of said Commissioners filed  
among the proceedings on the aforesaid petition fully  
appears and now the said report being read  
and considered is accepted and the road established  
as and for a public highway

To the County Commissioners of the County of Hampden  
Ethan C. Ely of Longmeadow in said County respectfully  
represents that when the lines of the Main street in  
Longmeadow on the Easterly side thereof were relocated  
four or five years ago a piece of land that had  
been enclosed with land now owned by your peti-  
tioner on the Easterly side of said street was cut  
off and thrown into said street. but the fences  
inclosing the same have never been removed. Said  
piece of land so inclosed is a deep gully with a  
brook running through it, not passable for travel  
and never has been travelled no damages were  
allowed for cutting off said land and the owner  
has kept the same ever since. Your petitioner  
now asks that he may be allowed and licensed  
to continue his fence upon said land until other-  
wise ordered by your board, under the 4th section  
of Chapter 46 of the General Statutes

May 18 1871

Ethan C. Ely

E. C. Ely Pet for  
leave to continue fence  
on highway on  
Longmeadow  
32

And now upon the foregoing petition presented at a  
regular adjourned meeting of the County Commissioners  
held at the Court House in Springfield on Tuesday  
the twenty fourth day of May A.D. 1870 it is  
decreed that the petitioner have license to maintain  
a fence upon said highway as follows to wit-  
Beginning at a point on the Easterly line of the



highway, and nearly opposite the southerly terminus of the present railing, upon the Easterly embankment of the railway, to the Southern extremity of the said railing. Also from the north westerly corner of the land of the petitioners, and parallel with the northerly line thereof, to the railing aforesaid. Provided however, that this license shall continue in force, only until such time as it is otherwise ordered by the County Commissioners.

Springfield May 24<sup>th</sup> 1871

P. Steadman } County

Wm M. Lewis } Commissioners

A. L. Hubbard Special Commissioner

Resolutions on the  
death of Randolph  
Stebbins Esq. Co. Commr.

Resolution of the County Commissioners of Hampden County adopted April 12, 1870

Whereas by the ordering of an all wise Providence Randolph Stebbins a member of the Board of County Commissioners has been removed by death

It is therefore Resolved by the Commissioners that in the removal of their beloved associate the County has lost an honest and efficient officer and that Board a true and faithful friend.

Resolved that the remaining members of this Board tender to the family of the deceased their sincere sympathy for them in their great affliction.

Resolved that suitable emblems of mourning be placed in the room of the Commissioners as a testimony of their esteem for their deceased friend.

Resolved that the foregoing resolutions be entered at length upon the records of the Commissioners and that a copy of the same be furnished to the family of their deceased associate.

Resolved that as a further mark of respect the Commissioners do now adjourn.



April meeting 1870

Thomas Stickman, County  
Wm. M. Lewis } Commissioners

It is ordered that there be allowed to Benjamin H. Stickman as damages to land caused by the location of the highway upon the petition of Morris Morton the sum heretofore allowed him the sum of twenty three dollars allowance of land damages add<sup>d</sup>

The following persons have been licensed as innholders for the year ensuing Licenses  
Harvey H. Parke in his house in Monson April 20  
Amos Monroe & wife Hotel in Springfield " "

In conformity with a resolve of the General Court passed at their present session April 25<sup>th</sup> 1870 granting a tax of thirty six thousand five hundred dollars for the County of Hampshire the same is apportioned upon the several towns in said County in manner following County Tax

Agassiz	958.24	Montgomery	191.65
Blanchford	638.82	Palmer	1522.53
Brimfield	819.83	Rupell	266.18
Chester	574.94	Southwick	702.71
Chicopee	3790.37	Springfield	15172.12
Granville	649.47	Tolland	340.71
Holland	159.70	Wales	308.76
Holyoke	2949.25	Westfield	3777.88
Longmeadow	1117.94	West Springfield	1469.30
Ludlow	553.15	Wilbraham	1043.42
Monson	1522.53		\$35500.00

Dr. P. L. B. Stickney is appointed physician for the jail and House of Correction June 13 Physician at House of Correction

The following persons are allowed the sum set against their respective names for damage to land taken for highways amounting to the sum of four hundred and fifty eight dollars and the same is ordered to be paid from the County treasury viz Land Damages  
458.00



Petition of George N. Hull et al	
The Boston & Albany R.R. Co	130.00
Geo. N. Hull	100.00
Charles E. Merrick	25.00
Lewis J. Porter	120.00

Petition of Morris Norton & others	
Benj. H. Stedman	23.00

Petition of F. E. Forti & others	
Franklin Brass	10.00
George & Herman Sackett	50.00
	<u>458.00</u>

Account  
\$171.55

Sundry accounts being now presented are allowed amounting to the sum of four thousand one hundred and seventy one dollars and fifty five cents and the same are ordered to be paid from the County Treasury.

Hampden SS June 14. 1870.

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest Geo. W. Morris Clerk



June Meeting 1870

Commonwealth of Massachusetts  
Hampden SS.

At a meeting of the County Commissioners  
begun and holden at Springfield within and for  
the said County of Hampden on the fourth  
Tuesday of June being the twenty eighth day of  
said month and by adjournment on the tenth  
day of August and from day to day to the thirteenth  
day of said month of August on the thirteenth  
day of September in the year of our Lord one  
thousand eight hundred and seventy

Present Phineas Sedman Esquire } County  
William M. Lewis .. } Commissioners  
Albert D. Bagg .. } Special  
Newton S. Hubbard .. } Commissioners

To the County Commissioners for the County of  
Hampden. Your Petitioners, in habitants of  
Blanford would respectfully represent that the public  
convenience and wants require that the public  
highway leading from Russell Depot to Blanford  
Centre should be widened and improved. Beginning  
at house of Joseph C. Soley and going westerly  
to bridge over Potash Brook so called; and that  
from said bridge to Blanford Centre, a new road  
and highway should be laid out and constructed  
commencing at said bridge, running westerly and  
southerly and intersecting the highway at some point  
between the store of H. P. Robinson and the store of  
L. B. Shepard. Wherefore your petitioners request  
your honorable board to view the premises and  
widen, straighten or new locate the existing highway  
between the points above indicated and locate and  
construct said new road and highway, according  
to the laws in such cases made and provided and to

William S. Amidable  
Pet for new location  
and new highway in  
Blanford & Russell  
30



to continue such parts of the existing highway as may be rendered useless.

And your petitioners as in duty bound will ever pray  
William E. Hurdale et al

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year eighteen hundred and seventy. At which meeting the Commissioners, deeming a view of the premises expedient and proper, appointed the fourteenth day of June then next and eleven o'clock in the forenoon at the house of Lyman R. Age in Blanford as the time and place for viewing the premises, and caused a copy of said petition to be served upon the Clerk of the town of Blanford being the town within which such alteration is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view.

And the said petition was continued to this meeting and now it is ordered that the petition be dismissed.

Samuel W. Booth Pet  
for revocation of license  
granted to E. C. Ely

37

To the County Commissioners of the County of Hampden Respectfully represents S. W. Booth of Longmeadow in said County that at a regular adjourned meeting of your honorable body held at the Court House in Springfield on Tuesday the twenty fourth day of May A.D. 1870 the petition of Ethan C. Ely of said Longmeadow was received and on the same day license granted to the said petitioner as prayed for in said petition to maintain a fence upon the Highway in said Longmeadow as well



June Meeting 1870

more fully appear by reference to the said license. That the facts stated in said petition are not in accordance with the truth of the matter that the said license apart of the highway which has for a long number of years been open and used when desired by the public is now obstructed. That your petitioner is the party most interested in said matter and notwithstanding this fact was not informed of said petition but efforts were made to keep the same from his knowledge. Your petitioner feeling aggrieved and damaged by said license and inasmuch as no notice or hearing was ever had upon said petition your petitioner asks that said license may be revoked.

Longmeadow June 28<sup>th</sup> 1870 Samuel C. Booth

The foregoing petition was filed and entered at this meeting and the respondent having been duly notified after a hearing by the Commissioners it is ordered that the petition be dismissed.

sundry accounts against the County being now presented are allowed amounting to the sum of six thousand three hundred and two dollars and forty nine cents and the same are ordered to be paid from the County Treasury.

6312.49

Hamden ss September 13 1870

Judgment is entered up according to report &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo F Morris Clerk



Commonwealth of Massachusetts  
Hampden SS

At a meeting of the County Commissioners  
begun and holden at Springfield within and for the  
County of Hampden on the first Tuesday of October  
being the fourth day of said month and by adjourn-  
ment on the twelfth to the thirtieth on the twenty  
sixth days of said month on the fourteenth day of  
November and on the fifteenth and sixteenth days  
of December in the year of our Lord one thousand  
eight hundred and seventy

Present Phineas Sedman Esquire } County  
William M. Lewis " } Commissioners  
Albert D. Bagg " } Special  
Newton S. Hubbard " } Commissioners

Selectmen of Chicopee  
Pet for discontinuance  
and new location of  
highway in Chicopee  
and Springfield  
b

To the Board of County Commissioners for Hampden  
County - Gentlemen: We the undersigned respectfully  
represent to your Board that the Plainfield road so called  
between Chicopee and Springfield upon the bank of  
the Conne River is in a dangerous condition and unsafe  
for travel in consequence of the encroachments of the  
river: we therefore petition your Hon. Board to view  
the premises and take such action thereon as the  
public convenience and necessities require either to relocate  
that part of it lying in the Town of Chicopee or to  
discontinue the whole or any part thereof within  
the said Town and laying out and establishing a  
new road connecting the Plainfield road before named  
with the Main road between Chicopee and Springfield  
beginning at some point North of the boundary  
line between Chicopee and Springfield and terminating  
at the Main road between Chicopee and Springfield  
South of the said boundary line and within the limits of  
the City of Springfield. For and in behalf of the  
Town of Chicopee

Wm R. Kentfield & others Selectmen of Chicopee

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the fourth Tuesday of June in the  
year of our Lord eighteen hundred and eighty eight



and was continued from meeting to meeting to the meeting of said Commissioners held on the second Tuesday of April in the year eighteen hundred and sixty nine at which meeting the Commissioners during a view of the premises expediently appointed Tuesday the thirteenth day of July then next and two o'clock in the afternoon at the house of J. H. Diamond in Springfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerks of the town of Belchertown and of the City of Springfield being the towns within which such relocation and discontinuance of highway is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said City and in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said thirteenth day of July the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners, held at Springfield aforesaid, on the sixteenth day of July then next and from meeting to meeting to the eighteenth day of September A.D. 1869 at which time the Commissioners did adjudge that common convenience and necessity required that the prayer of the petition be granted and after adjudicating as aforesaid, said Commissioners appointed Monday the twenty fifth day of October then next and one o'clock in the afternoon, at the house



of J. H. Demond in said Springfield as the time and place when and where they would meet and proceed to relocate and the said Commissioners having given notice the adjudication and the time and place appointed for relocation in the same manner as the notice and publication was given and made and as is by law in such case made and provided. Before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty fifth day of October said Commissioners met at the time and place appointed and commenced to locate and adjourned the same to Friday the twenty ninth day of said October & from time to time to Tuesday the fourth day of October A.D. 1870 being a regular meeting of said Commissioners. when the petition and all further proceedings thereon were ordered to be dismissed for the reason that the petition was defective and the adjudication thereon not in accordance with the law. Randolph Stebbins County Commissioner having deceased and Phineas Steadman being disqualified to act as County Commissioner on account of residence Albert D. Bagg and Norton J. Hubbard Special Commissioners were called and acted in their stead.

Wm. M. Lewis } County Commissioner  
A. D. Bagg } Special  
N. J. Hubbard } Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and considered is accepted and the petition is ordered to be dismissed.

Lilly Haynes Petition  
for a Jury  
50

To the County Commissioners of the County of Hampden  
Respectfully represents your petitioner Lilly Haynes  
of Springfield in said County. That in the year  
A.D. 1866 the Mayor and Aldermen of said City  
of Springfield voted to build certain sewers through  
Water Street and Pynchon Street in said City  
that sewers were subsequently built in said streets  
under the direction of the Mayor and Aldermen.



October Meeting 1870

of said City and subsequently, the said Mayor and Aldermen voted to assess and did assess one half of the expenses of constructing said sewers upon the owner of land adjudged by them to be benefitted thereby that in the land so adjudged to be benefitted and assessed to pay a portion of the expenses of the construction of said sewers were the following tracts owned by your petitioners to wit one tract lying on the southerly side of Pyncheon Street bounded Northerly by said Pyncheon Street Easterly by Main Street Southerly by land of D. W. Gilmore, and by land of said City and Westerly by land of said City also one other tract lying on the Northerly side of said Pyncheon Street bounded Northerly by land of the heirs of David & J. S. Barnes Easterly by Main Street Southerly by Pyncheon Street and Westerly by land of the heirs of one Pyncheon. That your petitioners is aggrieved by such assessment for the following reasons to wit

First Because there are lands not included in the lands assessed which are benefitted by the construction of the said sewers. Second Because the lands of your petitioners are not benefitted by the construction of the sewers in Water Street. Third Because the Water and Pyncheon Street Sewers are two separate sewers and the expense of constructing them ought not to have been assessed together. Fourth Because there are persons whose lands receive benefit from said sewers and who should have been assessed a part of the expenses thereof are not assessed therefore. 5th Because the subscriber is not benefitted by the construction of said sewers. Sixth Because the assessment was based upon the value of the lands claimed to be benefitted and not upon the benefit which each owner receives from the sewer. That due notice of these objections to the assessment, and of his intention to apply for a jury to revise the same was given to the Mayor and Aldermen of said



lyly Wherefore your petitioners pray that a  
 jury may be ordered to review the doings of  
 the said Mayor and Aldermen in the premises  
 and to determine all such matters and things  
 therein as may be properly submitted to them

Filly Haynes

By his attys Edmund Leonard & Wells

The foregoing petition was entered at a meeting  
 of the County Commissioners holden on the fourth  
 Tuesday of June in the year eighteen hundred and  
 sixty eight and was continued from meeting to  
 meeting until this meeting And now it is ordered  
 that the petition be dismissed

Selectmen of Holyoke  
 Pet for leave to lay  
 a town way or  
 highway across track  
 of Conn R.R.R. Co.  
 at grade

10

To the Hon County Commission of the County of  
 Hampden Mass The undersigned Selectmen of Holyoke  
 hereby ask your Hon Board for permission to lay out  
 a town or Highway across the track and land of  
 the Connecticut River Rail Road at a point about  
 fifty feet southerly of the 2d Baptist Church and  
 ask you to take such action as you may deem  
 necessary in the premises and this we do under  
 Chapter 63 Sect 59 of the General Statutes

Holyoke Nov 12. 1868

Charles Crafts } Selectmen  
 & Higginbottom } of  
 Geo C. Evins } Holyoke

The foregoing petition was entered at a meeting  
 of the County Commissioners holden at Springfield  
 within and for said County on the fourth Tuesday  
 of December in the year of our Lord eighteen hundred  
 and sixty eight at which meeting the Commissioners  
 deeming a view of the premises expedient and proper  
 gave notice that they would meet for the purpose of  
 said view and acting upon said petition at the Holyoke  
 House in Holyoke on Tuesday the twenty third day  
 of February then next at one o'clock P.M. and it  
 was ordered by the Commissioners that a copy  
 of said petition be served by the Sheriff of said County



October Meeting 1870

or the Deputy upon the Clerk of the Town of Holyoke, and the Connecticut River Rail Road Corporation thirty days at least before the said twenty third day of February and that all other persons and corporations interested therein be notified by publishing a copy of said petition and this order thereon, once a week, in the Springfield Daily Union a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the time of said town. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted by said Sheriff or Deputy, in two public places in the town of Holyoke fourteen days before said twenty third day of February and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deemed a view of the premises expedient and proper and that a view of the same be taken by them at the time and place aforesaid. And this petition was continued from meeting to meeting until this meeting. And now it is ordered by the Commissioners that this petition be dismissed.

To the County Commissioners for the County of Hampden. The Ware River Rail Road Corporation respectfully represent that they have made preliminary surveys and location of the line of their proposed Rail Road in the town of Palmer in said County and desire to commence the construction thereof immediately. They further represent that the public necessity requires that their proposed rail road should cross at grade the following highway viz the highway leading from the house of B. A. Burleighs heirs to Three River Village and the highway leading from said Burleighs to the Town House from said Town House to Thorndike the road leading across the river in front of the Thorndike Company's Mill No 1. The road leading from said Company's

The Ware River Rail Road Co Pet for leave to cross highways at grade and for alterations of highway in Palmer



mill No 2 to Palmer Depot village and the road from Bonds village to Ware near the Hastings Corner so called and again near the house of Blair just South of the out lot to the ponds. And again Easterly of but near the residence of L. F. Whitney. They further represent that the public convenience requires that the existing highway that follows the bend of the river in rear of the dwelling house of the late Moses Barnes interfere with the proper location of their road and that the location of a portion thereof between its intersection with the road leading from said Barnes house to Ware and that leading Southwesterly of said house to the store of E. C. Mardock should be carried Easterly about forty feet. Also that the location of the road between the Hastings corner so called and the dwelling house of L. F. Whitney should be changed, to wit commencing at a point about 1000 feet Southwesterly of said Whitney's house and thence relocating said road about forty feet Easterly for the space of four hundred feet more or less to enable your petitioners to locate the road between said highway and the river. And your petitioners pray your honorable board to view the same and to pass such orders and decrees thereon as the public good requires.

Ware River Rail Road Company

By Allen & Gardner their attys

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and sixty nine at which meeting the Commissioners deeming a view of the premises expedient appointed Wednesday the fourteenth day of July then next and nine o'clock in the forenoon at the Rail Road Station in Three Rivers village in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer saying the town within which such viewing at grade and relocation of highways are proposed for thirty days at least before



October Meeting 1870

the time appointed for said view: and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town: and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view: and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said fourteenth day of July the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition should be granted and after adjudicating as aforesaid, said Commissioners appointed Tuesday the fifteenth day of November, A.D. 1870 and nine o'clock in the forenoon, at the house of L. F. Whitney in said Palmer as the time and place where and when they would meet and proceed to relocate said highways and crossings at grade and the said Commissioners having given notice of the adjudication and the time and place appointed for the said locations in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (excepting publishing an abstract of said petition instead of a copy thereof,) on the said fifteenth day of November said Commissioners met and proceeded to locate said crossings at grade and said highways as follows - to wit commencing the relocation of the road



between the Bailey Bridge and the house of the  
 Miclow Herrell as follows to wit, beginning at a bound  
 on the Easterly side of the present highway sixty  
 seven feet from the center line of said Rail Road  
 at station 11+50 thence running North six degrees  
 West, two hundred and sixteen feet crossing said  
 Rail Road track to a bound six feet from the  
 West Rail thereof thence North sixteen and a  
 half degrees East, one hundred and seventy eight  
 feet to a bound thirteen feet from said Rail Road  
 center line; thence North eighteen and a half degrees  
 East, two hundred and ninety five feet to a bound  
 twenty feet from said center line; thence North  
 thirteen and a half degrees East, one hundred  
 and eighty two feet to a bound twenty four  
 feet from said center line thence North seven and  
 a half degrees East one hundred and seventy two  
 feet to a bound twenty four feet from said center  
 line thence North one half degree West, one  
 hundred and thirty four feet to a bound twenty  
 six feet from said center line and on the Easterly  
 side of the present highway said alteration to be on  
 the Westerly side of the above described line and three  
 rods in width And it is ordered that the said  
 Rail Road Company cause the traveled part of  
 the said highway to be properly graded to the  
 following widths viz. At bound one twenty feet  
 wide, at bound two thirty feet wide, inside of  
 the railing, and at a point one hundred feet  
 Southwesterly of bound two thirty feet wide between the  
 center of Rail Road track and inside of the railing, at  
 bound three thirty feet wide, at bound four twenty  
 five feet wide at bound five twenty five feet wide,  
 and at bounds six and seven twenty feet wide  
 And all parts of the said highway requiring railing  
 must be thoroughly railed and the posts are  
 to be so placed in the embankment that the  
 inside of posts shall be not less than two feet from  
 the edge of the slope of the embankment And the  
 bottom of the slope of the embankment is to be  
 protected from the action of the water to highwater



October Meeting 1870

mark by a well constructed riprap wall. The said rail road corporation having settled the damages and no person or corporation in the opinion of the commissioners being entitled to damages none are awarded. The said Ware River Rail Road corporation are authorized to cross the following highways at grade to wit the road leading from Palmer Depot to Springfield the road leading from Palmer Depot to Three Rivers, the road between the Burlington Bridge and the home of the Widow Merrill the road leading from Palmer Town House to Thorncliffe, the road near the Iron Bridge in Thorncliffe the road near the upper factory in Thorncliffe, the road leading from Huxings corner to Palmer Center, and the road leading from Thorncliffe to Ware near the home of L. F. Whitney. And it is ordered that all of the said crossings be properly constructed and kept in repair by the said Rail Road company. In constructing traveled part of the highway over said crossings no part of any grade is to exceed two and a half degrees and the width of the road bed is not in any case to be less than 16 feet. Randolph Stebbins County Commissioner having deceased Newton S. Hubbard Special Commissioner was called to act in his stead.

Phineas Stebbins	{	County
Wm. M. Lewis		Commissioner
Newton S. Hubbard		Special Commissioner

All of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.



Frank Morgan  
 & als Pet for a  
 new highway and  
 discontinuance of a  
 highway in Palmer  
 19

To the County Commissioners of Hampden County  
 The undersigned Citizens of Palmer in said County  
 respectfully represent that the public good require  
 that a new road should be located and built  
 in said town of Palmer leaving the present  
 highway at or near the residence of L. F. Whiting  
 in said Palmer on the Ware road and thence  
 running South Westerly and across the river to  
 and intersecting with the road which leads  
 from the Hastings Bridge to the house of R. S.  
 Hastings and that so much of the old road  
 as lies between the Saw Mill yard South of  
 said Whiting's house and the corner near  
 the Hastings Bridge be discontinued Wherefor  
 they pray your honors to view said location  
 and pass such decree and order as the public  
 good may require

Palmer Jan 11 1869

Franklin Morgan & others

The foregoing petition was entered at a meeting  
 of the County Commissioners holden at Springfield  
 within and for said County on the second Tuesday  
 of April in the year of our Lord eighteen hundred  
 and sixty nine At which meeting The Commissioners  
 during a view of the premises in question, appointed  
 Wednesday, the fourteenth day of July then next  
 and nine o'clock in the forenoon, at the Rail  
 Road Station Three Rivers Village in Palmer as  
 the time and place for viewing the premises: and  
 caused a copy of said petition to be served upon the  
 clerk of the town of Palmer being the town within  
 which such location and discontinuance of highway  
 is prayed for thirty day at least before the time  
 appointed for said view: and also caused abstract  
 of said petition containing the substance thereof, to be  
 posted in two public places in said town: and also  
 gave notice to all persons interested by causing  
 a copy of said petition to be published three weeks  
 successively in the Springfield Daily Union a newspaper  
 published in said County, said posting and the last  
 publication of said copy having been fourteen days at



October Meeting 1870

least before the time appointed for said view:  
and before said view was had, said commissioners  
gave notice in like manner as described in the  
forgoing notice of the petition, to all persons interested,  
of the time and place for commencing said  
view and on the said fourteenth day of  
July the commissioners met at the time  
and place appointed, and proceeded to view  
the premises, and having viewed the same  
the further consideration thereof was deferred  
till the next regular adjourned meeting of the  
commissioners, held at Springfield aforesaid,  
on the nineteenth day of August then next  
and from time to time to the fifth day of  
October A.D. 1869 it being a regular meeting  
of the commissioners at Springfield aforesaid  
when said commissioners proceeded to consider  
and adjudicate upon the prayer of said petition  
and after considering the same said commissioners  
did then and there adjudge that common  
convenience and necessity require that the  
prayer of said petition should be granted and  
after adjudicating as aforesaid, said commissioners  
appointed Tuesday the fifteenth day of November  
A.D. 1870 and nine o'clock in the forenoon at the  
house of Loren F. Whiting in said Palmer as the  
time and place when and where they would  
meet and proceed to locate said new road and  
discontinue the said old road and the said  
commissioners having given notice of the adjudication  
and the time and place appointed for the said  
location and discontinuance in the same manner  
as the notice and publication was given and made,  
and as is by law in such case made and provided,  
before proceeding to view (except publishing an abstract  
of said petition instead of a copy thereof,) on the  
said fifteenth day of November said commissioners  
met and proceeded to locate and discontinue as follows  
to wit Beginning at a point on the Western  
side of the present highway near the Mill Pond:  
thence South forty eight one half degrees West



one hundred and fifty three feet and across  
 the Ware River to a corner thence South east  
 six and three quarters degrees West eight hundred  
 and twenty seven feet to a corner on the Easterly  
 side of the highway leading from Thorndike to  
 the house of E. B. Gates said location to be on  
 the Northwesterly side of the above described line and  
 three rods in width. The foregoing described location  
 of highway having been rendered necessary by the  
 location and construction of the Ware River Rail  
 Road the said Rail Road Company are directed  
 to cause the following described additional work to  
 be done on the traveled part of said highway - to wit  
 The timber and wood work of the bridge across  
 the Ware River is to be protected at either end of the  
 same by suitable masonry so that the earthwork  
 shall not in any manner injure said timber;  
 and the sides of the embankment on the Westerly  
 side of the river are to be properly protected by well  
 constructed riprap walls, and the depression in the  
 grade of the road Westerly of the said bridge is to be  
 raised so that the grade of the traveled part of  
 the road shall be made uniform from the top  
 of the planking of the bridge to a surface point one  
 hundred and forty feet therefrom, And it is  
 ordered by the County Commissioners that all  
 that part of the old road between the point of  
 commencement of the foregoing described new location  
 and the Hastings corners on the Easterly side of  
 the river be discontinued. The County Commissioners  
 having heard all persons and corporations interested  
 in relation to damages who expressed a desire  
 to be heard thereon consider and adjudge that  
 the sum of sixty seven dollars be paid to Frank  
 Smith, and the sum of one hundred dollars be paid  
 S. P. Whipple and the sum of ten dollars be paid  
 Loren F. Whiting, All in full compensation for all  
 damages they will sustain in consequence of the  
 aforesaid location and discontinuance of highways  
 the owners of the land taken for highway having  
 given the Ware River Rail Road Company



October Meeting 1870

possession of the same and having no movable property thereon no time is allowed for the removal thereof. No other persons or corporations in the opinion of the commissioners being entitled to damages none are awarded.

Randolph Stebbins County Commissioner having deceased, Newton L. Hubbard Special Commissioner was called and acted in his stead.

P. Stedman } County  
Wm M. Lewis } Commissioners  
Newton L. Hubbard } Special Commissioner

All of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway.

To the County Commissioners for the County of Hampden The undersigned inhabitants of Ludlow represent that the County road from Indian Orchard Bridge to its intersection with the road leading from Chicopee Falls to Jenkinsville in said Ludlow on the North side of Chicopee River has never been located in every part of it upon the line where it has been constructed and that public convenience and necessity require that the same should be located and established anew They therefore pray your Board to view the same and locate and establish said road  
Ludlow May 19 1869

Hanson Pole & others

Hanson Pole & others  
Pet for a new  
location of highway  
in Ludlow

25

P

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord eighteen hundred and sixty nine At which meeting the Commissioners during a view of the premises aforesaid appointed Wednesday



the sixth day of October then next and eight o'clock in the forenoon, at the North end of the Iron Bridge in Ludlow as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Ludlow being the town within which such location anew is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in Ludlow said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said county, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said sixth day of October the commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said commissioners then continued the further consideration of the case to the next regular meeting of said commissioners at the Court House in Springfield and from time to time to Thursday the fifteenth day of December A.D. 1870 it being a regular adjourned meeting of said commissioners; at which time the matter was further considered and said commissioners did then adjudge that common convenience and necessity does not require that the pray of the petition should be granted and that the petition be dismissed. Randolph Stebbins County Commissioner having deceased Norton I. Hubbard Special Commissioner was called and acted in his stead.

P Steelman } County  
Wm M Lewis } Commissioners



October Meeting 1870

Norton S. Hubbard Special Commissioner  
All of which by the report of said Commissioner  
filed among the proceedings on the aforesaid  
petition fully appears. And now the said report  
being read and considered & accepted and the  
petition is ordered to be dismissed.

To the County Commissioners of the County of  
Hampden We your petitioners, Selectmen of the  
town of West Springfield respectfully represent,  
that at a meeting of the inhabitants of said  
town qualified to vote in town affairs the  
Selectmen were instructed to petition the County  
Commissioners to discontinue the new road laid  
by them on the petition of George A. Hubbard  
others, and relay the old road discontinued  
by them on said petition and alter and work  
the old road as prayed for by the petition of  
George A. Moray, and others. We therefore pray  
your honorable board to view and examine  
said roads and discontinue, relay, alter and  
work in accordance with the foregoing instructions  
to the Selectmen.

Harvey D. Bagge } Selectmen of  
Henry A. Libby } West Springfield

Selectmen of West  
Springfield Pet  
for discontinuance  
alteration and  
location of highway  
26

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the first Tuesday  
of October in the year of our Lord eighteen hundred  
and sixty nine. At which meeting the Commissioners  
deeming a view of the premises expedient, appointed  
Tuesday, the sixteenth day of November then next  
and nine o'clock in the forenoon at the Court House  
in Springfield as the time and place for viewing  
the premises; and caused a copy of said petition  
to be served upon the clerk of the town of West  
Springfield being the town within which such  
relocation alteration and repairing are prayed for,  
thirty days at least before the time appointed for  
said view: and also caused abstracts of said



petition containing the substance thereof, to be  
 posted in two public places in said town; and  
 also gave notice to all persons interested by  
 causing a copy of said petition to be published  
 three weeks successively in the Springfield Weekly  
 Republican a newspaper published in said county.  
 said posting and the last publication of said copy  
 having been fourteen days at least before the  
 time appointed for said view; and before said  
 view was had, said commissioners gave notice  
 in like manner as described in the foregoing  
 notice of the petition, to all persons interested, of the  
 time and place for commencing said view.  
 And on the said sixteenth day of November the  
 commissioners met at the time and place  
 appointed, and proceeded to view the premises,  
 and having viewed the same and heard the  
 parties the further consideration thereof was deferred  
 till the next regular meeting of the commissioners  
 held at Springfield aforesaid, on the fourth Tuesday  
 of December their next and from meeting to meeting  
 to the fourteenth day of November A.D. 1870 being  
 a regular adjourned meeting of the County Commission-  
 ers at the Court House at which meeting the  
 petition was further considered and the commissioners  
 did then and there adjudge that common convenience  
 and necessity require that so much of the prayer  
 of the petition as relates to the relocation of the old road  
 discontinued on petition of George N. Hull and others  
 be granted and that all other portions thereof be  
 dismissed and after adjudicating as aforesaid,  
 said commissioners appointed Thursday the fifteenth  
 day of December their next and at nine o'clock  
 in the forenoon at the Store of Merrick D. Worthington  
 in said West Springfield as the time and place  
 when and where they would meet and proceed to  
 relay and the said commissioners having given  
 notice of the adjudication and the time and place  
 appointed for said relay of the old road aforesaid  
 in the same manner as the notice and publication  
 was given and made, and as is by law in such



October Meeting 1878

can made and provided, before proceeding to  
move except publishing an abstract of said  
petition instead of a copy thereof, on the said  
fifteenth day of December met and proceeded  
to relay as follows commencing at a stone  
monument on the southerly side of the old  
road and on the West line of a new road  
located on petition of the Boston and Albany  
Rail Road Corporation then Easterly following  
the southerly line of the old road to the line  
between George N. Hull and Horace Smith  
the highway embraces all the land lying  
between the said line and the land of the  
Boston and Albany Rail Road Company  
The County Commissioners having heard all  
persons and corporations interested in relation  
to damages who expressed a desire to be heard  
thereon consider and adjudge that the sum  
of six hundred and twenty dollars be paid to  
George N. Hull. All in full compensation for  
all damages he will sustain in consequence of  
the aforesaid relocation of highway. Randolph  
Stebbins County Commissioner having deceased  
Newton S. Hubbard Special Commissioner was  
called and acted in his stead

P Hedman } County  
Wm M. Lewis } Commissioners  
Newton S. Hubbard } Special Commissioner

All of which by the report of said Commissioners  
filed among the proceedings on the aforesaid  
petition fully appears And now the said report  
being read and considered is accepted and the  
road established as and for a public highway

To the County Commissioners of the County of Hampden  
Elijah W. Dickinson of Springfield in said County  
complains that by a vote of the City Council of the  
City of Springfield passed on the twelfth day of  
October in the year eighteen hundred and six eight  
Willow Street in said Springfield was located  
and established as a public street and the land

Elijah W. Dickinson  
Att for a Jury  
59



of the complainant these situate taken and appropriated as a part of said street, and no damages were awarded to the complainant therefor although the complainant sustains great damages thereby. Wherefore your complainant being aggrieved at the failure of said City Council to award him damages, prays your Board that a jury may be ordered to revise the judgment of said City Council in the matter of damages and to assess and award them damages according to law.  
 Springfield Oct 9 1869 E. N. Dickinson

The foregoing petition was entered a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord eighteen hundred and seventy and was continued from meeting to meeting until this meeting and now it is ordered by the County Commissioners that the petition be dismissed.

Inhabitants of Brimfield  
 Pet for discontinuance  
 of highway in Brimfield  
 31

To the County Commissioners of the County of Hampshire  
 The Inhabitants of the town of Brimfield By George Bacon, Francis E. Cook and Newton S. Hubbard their duly authorized, respectfully represent that since the construction of a new road to accommodate the travel from Brimfield to Palmer that part of the old County Road, commencing near the house of Benjamin B. Fenton in Brimfield and going easterly to the tenement house of Elisha Leonard on the Merrick Farm has become unnecessary and is no longer required for the convenience of the public travel. We therefore ask you to view the premises and discontinue the road included in the aforesaid limits.  
 Brimfield May 24 1870

Inhabitants of Brimfield By  
 George Bacon } Selectmen  
 N. S. Hubbard } of  
 F. E. Cook } Brimfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and seventy



October Meeting 1871

and was continued to a meeting holden on the fourth Tuesday of June eighteen hundred and seventy at which meeting the Commissioners, deeming a view of the premises expedient, appointed Friday the twenty third day of September their next and nine o'clock in the forenoon, at the house of Benjamin B. Henton in Brimfield as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Brimfield being the town within which such discontinuance of road is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said twenty third day of September the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted and after said adjudication no person or corporation having appeared to object thereto said Commissioners did then and there proceed to discontinue the road mentioned in the



limits described in the petition to wit commencing near house of Benjamin Tanton in Brimfield and going Easterly to the tenement house of Elisha Leonard on the Munnick Farm in said Brimfield. The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of Fifty Dollars be paid to Elisha Leonard All in full compensation for all damage he will in consequence of the discontinuance of the said road. No other persons or corporations in the opinion of the Commissioners being entitled to damage none are awarded. Randolph Stebbins County Commissioner having deceased Albert D. Bagg Special Commissioner was called and acted in his stead.

P. Stebbins } County

Wm. M. Leonard } Commissioners

A. D. Bagg } Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road is discontinued as and for a public highway.

The Boston & Albany  
Rail Road Co. also  
Pet for alteration of  
location of highway  
& discontinuance.

34

To the County Commissioners of the County of Hampden  
Respectfully represent the Boston and Albany Railroad  
Company that by an order of your Honorable Board,  
and a relocation therein, of the highway in the  
town of West Springfield leading from Shad Lane  
so called, to the Springfield and Agawam Bridge Road  
your petitioners were ordered "to cause the traveled  
part of said highway which passes over and across  
the land of said Corporation, to be constructed under and  
beneath the tracks of their said Railway" that said  
highway as therein ordered to be located will cross  
the location of your petitioners Railroad at such an  
angle therein, and at such a point in reference  
to the switches and side tracks of their said Railroad  
as seriously to inconvenience said Railroad Corporation  
in the transaction of their business at that point



October Meeting 1870

and cause thence unnecessary expense in the construction of a bridge. They further represent that since the hearing was had upon the petition under which said highway was relocated, the highway in West Springfield known as the Springfield and Agawam Road has been by an order of your Honorable Board relocated, and carried farther to the South, that said relocation of said last named highway, renders it desirable both for the convenience of the public and of the Corporation, and for the best interests of all parties concerned, that a change be now made in the location of the highway first above mentioned, and as ordered to be constructed across the location and beneath the tracks of said Corporation. They therefore respectfully pray your Honorable Board to review the premises, and cause said first mentioned highway to be relocated, so that the same shall pass beneath the tracks of said Railroad about sixty feet (more or less) Easterly of the location as heretofore ordered, crossing the location of said Railroad, as nearly as possible at right angles therewith, and continuing thence in a straight line to the new Springfield and Agawam Road. And they further pray that you will cause the present highway between the new Springfield and Agawam Road and their Rail Road location, and when the same pass over said location to be discontinued, together with such portions of any other road or roads as may in your judgment be deemed unnecessary upon the granting of this petition.

The Boston & Albany R.R. Co  
June 10 1870 By J. A. Russell Atty.

We the undersigned residents in West Springfield respectfully join in the prayer of the Boston and Albany Rail Road Company and further pray



in connection therewith that you will relocate that portion of the said highway between "Shad Lane" and the new road laid out by private parties north westerly from the Railroad crossing, so that said highway shall run as nearly practicable in a straight line between said "Shad Lane" and said new road discontinuing such portion of said highway now used or located, as may become unnecessary when said relocation is made and carried into effect.

Amos Russell and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and seventy. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the tenth day of August then next and nine o'clock in the forenoon, at the Court House in Springfield as the time and place for viewing the premises: and caused a copy of said petition to be served upon the clerk of the town of West Springfield and the Boston and Albany Rail Road Company being the town within which such prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town: and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said tenth day of August the Commissioners met at the time and place appointed



October Meeting 1870

and proceeded to run the premises, and having  
read the same the Commissioners then  
determined to hear the parties at the same time  
of said view; and having heard the parties,  
said Commissioners then proceeded to consider  
and adjudicate upon the prayer of said  
petition; and after considering the same said  
Commissioners did then and there adjudge  
that common convenience and necessity require  
that the prayer of the petition should be granted  
and the further action upon said notice to  
run was adjourned until Wednesday the fifteenth  
day December then next And no persons or  
corporations having appeared to object thereto  
the said Commissioners met on Thursday  
the fifteenth day of December then next at  
nine o'clock in the forenoon and proceeded  
to locate and discontinue as follows to wit;  
commencing the location at a stone monument  
on the southerly side and Easterly end of  
Union Street; then running South six and  
one six degrees East two hundred and  
six feet to a stone on the southerly side of  
the old road. The line is run and the bounds  
are set on the Westerly or right hand side  
of the location and the same is fifty feet wide  
at the commencement and one hundred feet  
wide at the end; being bounded by right  
lines; and is located over the old roads and  
land of the Boston and Albany Rail Road  
Corporation And it is ordered by the  
County Commissioners that all that part of  
the highway located on petition of Joseph  
Merrick and others between the commencement  
of the above described location of highway and  
the new highway located on petition of George  
H. Hull and others be discontinued. No persons or  
corporations in the opinion of the Commissioners  
being entitled to damages; none are awarded.  
Randolph Stephens County Commissioners having  
deceased Newton S. Hubbard Special Commissioner



was called and acted in his stead

Phineas Stebbins } County  
Wm. M. Lewis } Commissioners  
Newton S. Hubbard } Special Commissioners

All of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the road established as and for a public highway

The Ware River R.R.  
Company Pet. for  
alteration and  
discontinuance of  
highway in Palmer

35

To the County Commissioners for the County of Hampden  
The Ware River Rail Road Company respectfully  
represent that the locating and building of their  
rail road between the dwelling house known as the  
Moses Barnes place, and the Hartings Corner so  
called in the town of Palmer in places covered the  
existing location of the highway from Palmer to  
Ware between said termini, and that with the  
approbation and consent of the authorities of said  
town they have constructed new highways around  
those portions of their road. Wherefore they pray  
your Honorable Board to view the changes made  
in said highway relocate and define the boundaries  
of the same. And to discontinue such portions of  
the old highway as the public good shall require  
and to pass such further orders, as may be necessary  
Palmer May 21<sup>st</sup> 1878

Ware River Rail Road  
Company by  
Allen & Gardner

The foregoing petition was entered at a meeting  
of the County Commissioners holden at Springfield  
within and for said County on the second Tuesday  
of April in the year of our Lord eighteen hundred  
and seventy. At which meeting the Commissioners,  
during a view of the premises expedient, appointed  
Tuesday, the nineteenth day of July then next and  
eight o'clock in the forenoon at the Antique House  
in Palmer as the time and place for viewing the  
premises: and caused a copy of said petition to be  
served upon the clerk of the town of Palmer being



October meeting 1870

being the town within which such relocation of highway is prayed for thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view and on the said nineteenth day of July the commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the commissioners then determined to hear the parties at the same time of said view; and having heard the parties, said commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted. And after adjudicating as aforesaid, no persons or corporations having appeared to object thereto the said commissioners did then and there proceed to relocate the highway aforesaid as follows to wit commencing at a bound on the westerly side of the present highway and opposite the Granite quarry of the Thorndike Co. then running South sixteen and a half degrees East, three hundred and one feet to a bound; thence South six degrees East, one hundred and sixty nine feet to a bound; thence South eight and two thirds degrees West, four hundred and fifty feet to a bound thence South nineteen and one third degrees



West one hundred and forty three feet to a  
 bound: thence South fifty three degrees West one  
 hundred and eight feet to a bound thence South  
 seventy eight degrees West, two hundred and fifty  
 two feet to a bound on the Northwesterly side of the  
 present highway said alteration to be on the Easterly  
 and Southwesterly side of the above described line and  
 the same is laid three rods wide. And it is  
 ordered that all that part of the old highway  
 between the points of beginning and ending of the  
 above described line be discontinued. Also commencing  
 a second location at a bound on the Southwesterly  
 side of the highway leading from Hastings corner  
 so called, to Palmer Center near the house of A. P.  
 Whipple: then running South forty two and one six  
 degrees West, three hundred and eighty four feet  
 to a bound: thence South thirty seven and two  
 thirds degrees West, one thousand and twenty  
 three feet to a bound: thence South forty three  
 and one third degrees West, three hundred and  
 seven feet to a bound: thence South forty nine  
 degrees West, three hundred feet to a bound: thence  
 South forty four and a half degrees West, four  
 hundred and ninety five feet to a bound on  
 the Easterly side of the present highway said alteration  
 is to be on the North Westerly side of the above described  
 line and three rods wide. And it is ordered by  
 the County Commissioners that all that part of  
 the old highway between the points of beginning and  
 ending of the above described location be discontinued.  
 The Ware River Rail Road Company having constructed  
 the traveled part of the foregoing described locations  
 of highway: and paid the land damages, no persons  
 or corporations in the opinion of the Commissioners  
 being entitled to damages none are awarded. And it  
 is ordered that the said locations of highway be  
 accepted as such. Randolph Stebbins County Commissioner  
 having deceased Norton S. Hubbard Special Commissioner  
 was called and acted in his stead

Pineas Hedman } County  
 Wm M. Luro } Commissioners



October Meeting 1870

Norton I. Hubbard Special Commissioner  
All of which by the report of said Commissioners filed  
among the proceedings on the aforesaid petition  
fully appears And now the said report being  
read and considered is accepted and the road  
established as and for a public highway.

To the County Commissioners for the County of  
Hampden Respectfully represent the undersigned  
your petitioner, that the public convenience requires  
the laying out and constructing of a new road,  
in West Springfield, beginning at some  
point near the junction of the roads on  
Galton Plain "so called, and running in a  
North Westerly direction across lands of Henry  
Smith, Heirs of the late Heman Day Talcott  
& Rogers Wm Melcher, Elwin Chapman, to a  
point near the junction of the roads below  
the school house in District No. 8 We therefore  
pray your Hon Board to view said premises,  
and locate said highway, making such orders  
thereon as the public good may require.

D. H. Baldwin & als  
Pet for a new  
highway in West  
Springfield

38

D. H. Baldwin et als  
The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within  
and for said County on the second Tuesday of  
April in the year of our Lord eighteen hundred  
and seventy at which meeting the Commissioners,  
deeming a view of the premises expedient, appointed  
Wednesday the tenth day of August then next and  
two o'clock in the afternoon, at the house of Norman L.  
Smith in West Springfield as the time and place for  
viewing the premises; and caused a copy of said petition  
to be served upon the clerk of the town of West Springfield  
during the town within which such location of highway  
is prayed for, thirty days at least before the time  
appointed for said view; and also caused abstracts of  
said petition, containing the substance thereof, to be  
posted in two public places in said town; and also  
gave notice to all persons interested by causing a  
copy of said petition to be published three weeks



successively in the Springfield Daily Union a newspaper published in said County. said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said tenth day of August the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners, held at Springfield aforesaid, on the eleventh day of said August and from meeting to meeting until the fourteenth day of November then next it being a regular adjourned meeting of said Commissioners at the Court House at which time and place the petition was further considered and said Commissioners did then and there adjudge that common convenience and necessity did not require that the prayer of the petition should be granted at the present time and that the petition and all further proceedings thereon be dismissed. Randolph Stebbins County Commissioners having deceased Newton S. Hubbard Special Commissioner was called and acted in his stead.

P. Stedman } County  
 Wm. M. Lewis } Commissioners  
 Newton S. Hubbard } Special Commissioner

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord eighteen hundred and seventy. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Wednesday the tenth day of August then next and two o'clock in the afternoon, at the house of Norman T. Smith in West Springfield as the time and place for viewing the premises: and caused a copy of said petition to be served upon the clerk of the town



October Meeting 1870

of West Springfield being the town within which  
such location of Highway is prayed for thirty days  
at least before the time appointed for said view,  
and also caused abstracts of said petition, con-  
taining the substance thereof, to be posted in two  
public places in said town, and also gave notice  
to all persons interested by causing a copy of said  
petition to be published three weeks successively  
in the Springfield Daily Union a newspaper  
published in said county, said posting and the  
last publication of said copy having been fourteen  
days at least before the time appointed for  
said view, and before said view was had, said  
Commissioners gave notice in like manner as  
described in the foregoing notice of the petition, to  
all persons interested, of the time and place for  
commencing said view. And on the said tenth  
day of August the Commissioners met at the  
time and place appointed, and proceeded to  
view the premises, and having viewed the same  
the further consideration thereof was deferred till  
the next regular adjourned meeting of the  
Commissioners, held at Springfield aforesaid,  
on the eleventh day of said August and from  
meeting to meeting until the fourteenth day  
of November then next it being a regular  
adjourned meeting of said Commissioners at the  
Court House at which time and place the  
petition was further considered and said Commis-  
sioners did then and there adjudge that common  
convenience and necessity did not require that  
the prayer of the petition should be granted at  
the present time and that the petition and all  
further proceedings thereon be dismissed Randolph  
Stebbins County Commissioner having deceased Norton  
S. Hubbard Special Commissioner was called and  
acted in his stead

P. Hedman	} County Commissioners
Wm. M. Lewis	
Norton S. Hubbard	

Special Commissioner



All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the petitioners ordered to be dismissed.

Wm Holbrook et al  
Pet. for a town  
way in Palmer  
39

To the County Commissioners of the County of Hampden, The undersigned inhabitants of the town of Palmer in said County would represent that they have petitioned the Selectmen of said town to lay out a town way and locate the same in said town commencing at Pleasant street in the Depot Village of said town and running North Easterly by land of Navel Taylor and through lands of William Thompson and S. R. Lawrence all of said town and village to the Agricultural Park in said town and that said Selectmen have unreasonably refused and neglected to lay out the same and your petitioners being aggrieved by such refusal and neglect, respectfully request that you will lay out and locate the same and pass such other orders as are necessary in the premises.

Wm Holbrook and others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June eighteen hundred and seventy. At which meeting the Commissioners, during a view of the premises expedient, appointed Thursday, the twenty second day of September then next and three o'clock in the afternoon, at the Antique House in Palmer as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Palmer being the town within which such location of town way is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be



October Meeting 1870

published three weeks successively in the  
a newspaper published in said County  
said printing and the last publication of said  
copy having been fourteen days at least before  
the time appointed for said view: and before  
said view was had, said Commissioners gave  
notice in like manner as described in the  
foregoing notice of the petition, to all persons  
interested, of the time and place for commencing  
said view. And on the said twenty second  
day of September the Commissioners met at the  
time and place appointed, and proceeded to  
view the premises, and having viewed the same  
the Commissioners then determined to hear the  
parties at the same time of said view, and  
having heard the parties said Commissioners  
then proceeded to consider and adjudge upon  
the prayer of said petition: and after  
considering the same, said Commissioners did  
then and there adjudge that said Selectmen  
had unreasonably refused and neglected to  
lay out and locate said town way, and that  
common convenience and necessity require  
that the prayer of the petition should be  
granted and after said adjudication, no  
persons or corporations having appeared to object  
thereto, said Commissioners did then and  
there proceed to locate said town way as follows  
to wit. Commencing at a Stone Monument on  
the North Easterly side of Pleasant Street at the  
South Westerly corner of N. Taylor's House lot:  
then running North fifty nine degrees East,  
over land of N. Taylor, William Thompson, and  
S. R. Lawrence, two hundred and eleven feet  
to a Stone by the line of the Agricultural Park  
The line is run on the North Easterly or left  
hand side of the location which is twenty four feet  
wide. The County Commissioners having heard  
all persons and corporations interested in relation  
to damages who expressed a desire to be heard  
thereon consider and adjudge that there be



paid to William Thompson by the town of Palmer  
the sum of one hundred dollars in full compensation  
for all damage he will sustain in consequence of  
the aforesaid location of town way. No other persons  
or corporations having appeared to claim damages,  
and in the opinion of the commissioners none  
are entitled to damages, none are awarded.  
The owners of the land over which the aforesaid  
townway is located are allowed until first of  
November A.D. 1870 to remove their fences and  
view thencefrom Randolph Stebbins County Commis-  
sioner having deceased Newton S. Hubbard Special  
Commissioner was called and acted in his stead.

P. Stebbins } County  
Wm. M. Lense } Commissioners  
N. S. Hubbard } Special Commissioner

All of which by the report of said commissioners  
filed among the proceedings on the aforesaid  
petition fully appears and now the said report  
being read and considered is accepted and the  
road established as and for a public townway.

Shab. K. Abbott  
Petor for a town  
way in Chester  
71

To the County Commissioners of the County of Hampshire  
The undersigned inhabitants of the town of  
Chester in said County would represent that  
they have petitioned to the Selectmen of the said  
town to lay out a new road and highway, and  
locate the same in said town, Beginning near  
the farm of Edward Kelly then running Southwesterly  
to land of Sylvester Hamilton, then Southwesterly and  
Northwesterly across said Hamilton's land to land  
of said Kelly. Thence North Westerly to land of  
Nathan Root. Thence across said Root's land in  
a South Westerly direction to the County road near  
the Rail Road Depot in said Chester. Also  
suggested another route for their examination and  
choice of viz: Beginning at the same point  
first above named and continuing on the same  
course to land of said Kelly and across the same  
North Westerly to A. K. Abbott's land, then in



October Meeting 1874

about same direction to the present highway, thence down the same fifty rods more or less thence Westerly and South Westerly across the land of Charles W. Knox to and terminating at the present highway. Also that so much of the present highway may be discontinued as may be useless. And that said Selectmen have unreasonably refused and neglected to lay out and construct the same and your petitioners being aggrieved by such refusal and neglect respectfully request that you will lay out and locate the same and pass such other orders as are necessary in the premises

Hubert K. Abbott et al

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord eighteen hundred and seventy. At which meeting the Commissioners, deeming a view of the premises expedient, appointed Friday, the fourteenth day of October then next and ten o'clock in the forenoon, at the Depot of the Boston & Albany Rail Road in said Chester as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chester being the town within which such location and construction is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners



gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view. And on the said fourteenth day of October the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should not be granted, and that the petition be dismissed. Randolph Stetins County Commissioner having deceased Albert D. Bagg Special Commissioner was called and acted in his stead.

P. Hedman } County  
Wm. M. Lewis } Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears. And now the said report being read and considered is accepted and the petition is ordered to be dismissed.

Reuben L. Bromley  
Pet. to be licensed  
as a distiller

42

To the Honorable Board of County Commissioners  
for the County of Hampden.

Your petitioner respectfully represents that he is a citizen of Chester in said County, and is the owner of a still situated on his farm in said Chester erected for the purpose of distilling cider brandy & your petitioner prays your Honorable Board will authorize him to manufacture spirituous and intoxicating liquors in his said still, in said Chester, under the provisions of law in such case provided.

Chester Hampden Co Oct 22<sup>d</sup> 1870

Reuben L. Bromley

The foregoing petition was entered at this meeting



October Meeting 1870

And now on the twenty sixth day of October A.D. eighteen hundred and seventy the said Reuben L. Bromley is licensed to manufacture spirituous liquor at his still in Lehester, and to sell the same in quantities of not less than thirty gallons, to be exported or used in the arts or for mechanical and chemical purposes in this State, and such authority shall continue for the term of one year from the date thereof unless sooner revoked or annulled. And the said Bromley having given bond according to law a certificate is issued therefor.

Upon the petition of the inhabitants of the town of Monson praying for an allowance to said town towards defraying the charges and expenses of constructing a highway in said town, located on the petition of Lorenzo L. Square and others. It is ordered by the Commissioners, that the clerk draw his warrant on the County Treasurer, in favor of said town of Monson for the sum of nine hundred dollars for the purpose aforesaid. whenever said highway shall have been accepted by the County Commissioners.

Order in favor of  
Town of Monson  
allowance

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout the entire length of the highway in Brimfield in said County upon which specific repairs were ordered upon the petition of the inhabitants of Brimfield and having found the same well made, constructed and completed, according to the order of the Commissioners thereon do hereby accept the same.

Inhabitants of  
Brimfield Pet  
for acceptance  
of highway

It is now ordered that the sum of five hundred dollars be paid to the inhabitants of the town of Brimfield from the County treasury towards defraying the charges and expenses of the specific repairs on the highway in said town.

Allowance to Brimfield  
expense of highway



ordered upon the petition of said inhabitants at the April meeting last, and that a warrant be drawn upon the County Treasury for said sum.

532.01 The following persons are allowed the same set against their respective names for damage to land taken for highways amounting to the sum of eight hundred and thirty two dollars and the same are ordered to be paid from the County Treasury

Petition of J. D. Gallup & others

Richard Burt 20.00

Enoch L. Leopur 60.50

Isaac Bowe 70.00

Robert Ely 8.00

Dorace & Julia Ely 4.00

Pet. of Selectmen of Bromfield

Elisha Converse 50.00

Pet. of Selectmen of West Springfield

Geo N. Hall 120.00

832.00

5401.17

Sundry accounts being now presented are allowed amounting to the sum of five thousand four hundred and one dollar and seventeen cents and the same are ordered to be paid from the County Treasury

Hampden Sh. December 16<sup>th</sup> 1870

Judgment is entered up according to report &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo. Mount Clerk





HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

*The Commonwealth of Massachusetts*

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden SS

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of December being the twenty seventh day of said month to the twenty eight day of said month in the year of our Lord one thousand eight hundred and seventy

Present Phineas Stedman Esq } County  
William M. Lewis " } Commissioners  
Newton S. Hubbard " } Special Commissioner  
there being a vacancy in the board of County Commissioners

And by adjournment on the fourth day of January to the fifth day of said month on the tenth to the eleventh day of said month on the thirteenth to the seventeenth to the eighteenth on the twenty third and on the thirtieth days of said months on the twenty eight day of February on the third - eleventh fifteenth days of March and on the fifth day of April in the year of our Lord one thousand eight hundred and seventy one

Present William M. Lewis }  
George R. Townsley } County Commissioners  
James S. Leemis }

George R. Townsley Esquire of Springfield having been declared by the board of examiners elected County Commissioner for the term of three years and James S. Leemis Esquire of Palmer having been declared elected for one year to fill a vacancy and having been severally duly sworn they appear on said fourth day of January and the board consisting of William M. Lewis George R. Townsley and James S. Leemis Esquires proceed to the choice of a chairman - The whole number of votes cast is three of which William M. Lewis Esquire has two and is chosen chairman of the board for the year ensuing

E. D. Allen & al Pet.  
to Lower highway under  
Act of H. R. B.

(S. 1)

To the County Commissioners of the County of Hampden  
The undersigned respectfully represent that the tracts of  
the New Haven Hartford and Springfield Rail Road



December Meeting 1870

corporation now cross the highway leading from said city of Springfield to the Agawam ferry landing in said city of Springfield at grade and that said crossing is unsafe and endangers the public security and that in order to render travel at said point of intersection safe said highway should be lowered so as to pass under said rail road. Therefore your petitioners pray that your honorable body will request said corporation to view said highway as aforesaid and that you will take such further action in the premises as may be necessary and is by law authorized.

July 1866  
V.L. Allen & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the fourth Tuesday of June in the year of our Lord one thousand eight and sixty six.

at which ~~place~~ meeting the commissioners appointed a place and time for a view of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampden  
Respectfully represent your petitioners that the crossing over their road on the town way leading from the landing of the Springfield and Agawam ferry in the city of Springfield to the highway between Springfield and Longmeadow is unsafe and inconvenient and they request that the course of said town way may be altered so as to cross said rail road at a point not exceeding five hundred feet north of said present crossing.

Hartford & New Haven R. Road Co  
by M. P. Burrall vice Pres.

The Hartford & New Haven  
R.R. Company  
Petition for alteration  
of highway in Springfield



The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said county on the first Tuesday of October in the year of our Lord one thousand eight hundred and Sixty six

At which meeting the Commissioners appointed a place and time for a review of the premises and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

J. A. McCreary & others  
Pet. for alteration of highway  
in W. Springfield

To the County Commissioners of the County of Hampden  
Respectfully represent the subscribers your petitioners that that portion of the highway leading westerly from the Springfield bridge that lies between said bridge and the Agawam bridge so called in West Springfield in said County is out of repair and in an unsafe and inconvenient & unsuitable condition for travel in that the grade of the same is such that surface and falling water that should flow of said highway does in the spring and winter and after rain and snow storms accumulate and remain in and over certain portions of the road bed or travelled path of said highway whereby said road becomes muddy and mud holes and sloughs are caused at various points thereof greatly to the inconvenience discomfort and in some degree to the danger of travellers upon said highway and further your petitioners represent that that portion of said highway lying between the house of one Hazel Phillips and the store of Heisington & Merrick in said West Springfield is now so located as to run so near to the track of the Western Rail Road Corporation as to make imminent the danger of accident to life and limb and property caused by the frightening of horses of persons driving along said portion of said highway by the puffing of locomotives and trains upon said Rail Road tracks and therefore they say that in the said highway is unsafe and inconvenient for travellers and your petitioners respectfully say that in their judgment the defects and objections to said



December Meeting 1870

highway herein enumerated may be remedied first by relocating or changing the course thereof between the house of Said Phillips and the Store of Said Worthington & Merrick so that it shall run in a straight course between said termini and over lands lying southerly of its present location thereby removing it to a safe distance from said rail road tracks - Second by causing the grade of said highway to be reestablished as it was from said Springfield Bridge to said Agawam Bridge and your petitioners say that the town of said West Springfield has neglected & continues to neglect to keep said highway in repair

And your petitioners therefore pray that your honorable board will view said highway and direct and cause to be made therein such repairs or alterations as may seem to be proper and best for the public convenience & necessity and will cause the said highway between the house of said Phillips and said Store to be relocated or its course changed as herein suggested or in such other way as may to your honorable board seem proper in the premises

Dated this 13<sup>th</sup> day of November A.D. 1867

J. A. Mow & others

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the first Tuesday of October in the year of our Lord one thousand eight hundred and sixty seven and was continued to the meeting holden on the fourth Tuesday of December then next at which meeting the Commissioners appointed a place and time for view of the premises and directed notice of the same to be given and said petition was continued to the meeting holden on the fourth Tuesday of April 1868 when the Commissioners made their report of view wherein they adjudged that common convenience and necessity require that the prayer of the petitioners be granted and said Commissioners thereupon appointed a time and place for the location of said alterations and specific repairs and directed notice of the same to be given and said petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed



The Holyoke Water Power Co. To the Hon. Board of County Commissioners in and for  
S. Pet. for a Committee to the County of Hampden Mass.  
Special Damages?

The Holyoke Water Power Company a corporation established  
by law and having a place of business at Holyoke in said  
County hereby represent that the Selectmen of Holyoke on the  
31<sup>st</sup> day of July (A.D. 1868) laid out a town way in said  
Holyoke from a point in main street about 21 feet southerly  
of the Baptist church. - westerly & southerly to the south west  
corner of land of Brewer & Mosher & that said way passes over  
and upon the land of said Company they represent that  
the said Selectmen allowed to said Company as land  
damages the sum of Six Thousand Dollars & no more which  
amount they represent is wholly inadequate and insuffi-  
cient - wherefore they complain and ask your Hon. Board  
to appoint a committee - as agreed upon by the parties - to  
hear the parties and determine upon the amount of  
damages that shall be allowed to said Company for  
lands taken as aforesaid.

September 10, 1868

Holyoke Water Power Company  
By their atty. W. B. C. Pearsons

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said county on the fourth Tuesday of June in the  
year of our Lord one thousand eight hundred and  
sixty eight at which meeting the parties interested appe-  
ared and agreed upon George S. Taylor of Chicopee  
Homer V. of West Springfield and Samuel A.  
Bartholomew of Blanford all in said county as a committee  
to determine the matter of said petition and said petition  
was continued from meeting to meeting to this meeting  
and now said petition is ordered to be dismissed.

S. S. Fowler's Pet. Petition To the Honorable Board of Commissioners for the County  
for new location of highway of Hampden

m. 2 Southwick

Whereas at a Special Town meeting held in  
this town on the 5<sup>th</sup> day of January last past - Having



December Meeting 1870

an article in the warrant for said meeting - to see what action the Town will take in relation to the bridge - across the brook near Boyle & Gilbert's mills on the road leading from Southwick to Suffield - whether to repair the present bridge or to have a new one and portions of said road located anew.

Vote to have a committee of three appointed to take the matter in to consideration - The undersigned to this petition was appointed said committee and after having viewed the premises and having made the necessary measurements and estimates of cost of each route the committee are unanimously of opinion that it would be for the interest of the Town to have a new bridge or culvert and a new location of the Highway for a distance of about sixty four rods - Commencing at a point on said road just east of where the road passes under the Rail Road thence easterly about 12 rods to the brook thence southerly to a point on the aforesaid road to Suffield between the Houses of Patrick Connor and Michael Conroy. also to grade the hills and harden same portions of the road lying between the House of Michael Conroy and the brick school house in South Long yard so called - and to discontinue all roads and bridges that in the opinion of your board that will be rendered useless or unnecessary caused by said new lay and we request that your Honorable Board will order a view at your earliest convenience and your Petitioners will ever pray  
Southwick Feb. 11<sup>th</sup> 1870

S. S. Fowler }  
Wm. A. C. Vile } Committee  
Edwin Gilbert }

The foregoing petition was entered at a meeting of the County Commissioners held at Springfield within and for said county on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and sixty nine at which meeting the Commissioners deeming a view of the premises expedient appointed Wednesday the twenty third day of March their next and twelve o'clock



Met at Curtis Hotel in Southwick as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Town of Southwick being the town within which such alteration of location is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield News Letter a news paper published in said county said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the twenty third day of March the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same and heard the parties proceed to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition should be granted.

And after adjudicating as aforesaid said Commissioners appointed Wednesday the twentyfirst day of September then met and ten o'clock in the forenoon at Curtis Hotel in said Southwick as the time and place when and where they would meet and proceed to locate said alteration of high way and the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twenty first day of September met and proceeded to the location as follows to wit

Commencing at the South easterly corner of the Northerly abutment of the Rail Road bridge Southerly of the Depot thence running South sixty one degrees east twenty three rods and fifteen links to a Stone set on the side hill



December Meeting 1870

Easterly of the brook: thence South forty two and a half degrees East nine rods and twenty three links to a stone. Thence South twenty one and a half degrees East eight rods and twenty one links to a stone. Thence Due South twenty seven rods and twenty three links to a stone on the Northerly side of the old road. The lines are run and the bounds are set on the Northerly side of the location which is to be in width as follows: to wit The first course and distance is fifty feet wide at the commencement and sixty feet wide at the end. and the second course is to be sixty feet wide at the commencement and 50 feet wide at the end and all other parts of the highway is located fifty feet wide— and the location is over land of Boylston Gilberts the heirs of W<sup>m</sup> R. Brown and the old road.

The town of Southwick having constructed the travelled part of the foregoing described highway as is ordered by the County Commissioners that the same be accepted as a highway except the following described parts thereof to wit the road bed is to be widened on the Northerly side of the Westerly abutment or wing wall of the culvert so as to make the Westerly approach to the same of a more regular curve and the road bed over the second and third courses and distances is to be reconstructed nearly in the center of the location and so as to make the general curvature of the bed as regular as may be.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of sixty five Dollars be paid to the heirs of W<sup>m</sup> R. Brown \$65.00 all in full compensation for all damage they will sustain in consequence of the aforesaid location of Highway.

No other persons or corporations in the opinion of the Commissioners being entitled to damages none are awarded. The owners of the land having relinquished the same to the town for the purpose of the construction of the road and no movable property belonging to said owners being thereon no time is necessary for the removal of property.

and it is directed by the County Commissioners that the town of Southwick cause the aforesaid construction and repairing of Highway to be completed to the acceptance of the County Commissioners on or before the first day of July A D 1871.

Randolph Stebbins County Commissioners having



Deceased Albert D. Bagg Special Commissioner was called and acted in his stead

P. Stedman	}	County Commissioners
W <sup>m</sup> M. Lewis		
A. D. Bagg		

all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public Highway

The Mayor and Aldermen of Springfield Pet. for Alteration of Dam of Samuel Harris

27

To the Honorable the County Commissioners of the County of Hampden

In accordance with the annexed vote the Mayor and Aldermen of the City of Springfield respectfully represent to the County Commissioners of the County of Hampden that certain streets of said City are liable to damage because of the insecure condition of the mill dam of Samuel Harris situate in Spring Street in said Springfield, and they pray that the Commissioners view and thoroughly examine said mill dam and take such action in the premises as they shall deem ~~proper~~ necessary and proper to protect the streets of the City from such liability of damage  
Springfield March 21. 1870

W <sup>m</sup> E. Smith	}	Mayor
J. A. Wumill		
E. Trask	}	Aldermen
John Hooker		
W. Phelps		
J. M. Hull		
P. S. Dickinson		
W. H. Pimney		
George Foster		

City of Springfield

In Board of Aldermen March 21. 1870  
Whereas the Mayor and Aldermen on the eighteenth day of October A. D. 1867 made application to the County Commissioners to view and examine the mill dam of Samuel



December Meeting 1870

Harris in Spring Street the said Mill Dam being considered unsafe and whereas said application was dismissed by the County Commissioners on the day appointed for a hearing ~~on the day of November A.D. 1869~~ for the reason that no person appeared in behalf of the City before the Commissioners on the day appointed for a hearing upon said application and whereas certain streets of the City are liable to damage on account of the insecure condition of the dam. Therefore we voted that an application be made to the County Commissioners to view and examine such dam and take such action in the premises as they shall deem necessary for the protection of the interests of the City

Read and passed

A. T. Folsom Clerk

A true copy

Attest A. T. Folsom City Clerk

The foregoing petition was entered at the meeting of the County Commissioners holden on the fourth Tuesday of December in the year of our Lord one Thousand eight hundred and sixtynine and by adjournment on the twenty second day of March in the year 1870 when it was ordered by the County Commissioners that they meet at the Court House in Springfield in said County on Wednesday the thirtieth day of April next at nine o'clock in the forenoon for the purpose of viewing and examining said dam and that a copy of said petition and of this order thereon be served upon the said Samuel Harris fourteen days at least before the said thirtieth day of April that he may then and there appear and be heard and this petition was continued from meeting to meeting to this meeting and now the Commissioners make their report as follows

Upon the foregoing petition of the Mayor and Aldermen of the City of Springfield due notice having been served upon the Respondent of the time and place appointed by the Commissioners to meet and view the said dam and hear the parties together with a copy of the petition of the said Mayor and Aldermen according to the order of the County Commissioners passed



March 22<sup>nd</sup> 1870

The Commissioners met at the time and place named in the aforesaid order To wit at the Court House in Springfield on Wednesday the thirtieth day of April at nine o'clock in the forenoon; at which time by mutual consent of the parties the matter was continued to Saturday the thirtieth day of April at nine o'clock at the Court House aforesaid.

On the said thirtieth day of April the Commissioners met the parties to wit the petitioners by their counsel and witnesses and the Respondent by his counsel and witnesses and viewed and examined the dam and also heard both the parties.

After said view and hearing the Commissioners continued the further consideration of the case to the next regular meeting at the Court House on Tuesday the twenty-fourth day of May and from time to time until the Wednesday the twenty-fifth day of October 1870.

And now after having fully considered the matter the Commissioners do determine and decide that the said dam is not sufficiently strong and substantial to resist the action of the water under any circumstances that may be reasonably supposed to exist.

Said Commissioners hereby order and direct the said Respondant to enlarge the overfall of said dam by removing the southerly retaining wall thereof so that with the present width the overfall aforesaid shall be not less than sixteen feet, at the southerly extremity of the said sixteen feet a wall is to be erected of similar material and construction as the present south wall and of the same height and of equal or greater strength.

It is further ordered by the Commissioners that the earth work of said dam upon either side of the overfall be carried to a height not less than six inches above the top of the present masonry at said overfall and the same is to be at least six feet in width upon the surface and constructed of hard and durable earth well packed.

And it is ordered that the foregoing alterations be made by said Respondant on or before the first day of

July 1870



December Meeting 1870

Randolph Stebbins one of the County Commissioners having deceased Albert D. Bagg Special Commissioner was called and acted in his stead

P. Hedman } County  
Wm. H. Lewis } Commissioners  
A. D. Bagg } Special Commissioner

To the County Commissioners of the County of Hampden your petitioners inhabitants of Blanford Hampden County and the Berkshire County represent that a portion of the road leading from Otis to Russell is very hilly and that part of it lying between the dwelling houses of Lyman R. Age and Lorenzo V. Perkins in said Blanford can be greatly improved by several alterations in location and grade your Petitioners therefore ask your Hon. Board to view the premises and make such alterations in the location or order such specific repairs and discontinue such parts of the old ~~road~~ highway as may be rendered useless between the above named termini in consequence of your action and make such further order as you may think the public necessity and convenience requires and as in duty bound we ever pray

Blanford May 11<sup>th</sup> 1870

James C. Blair & others

James C. Blair & others  
Pet for alterations of highway  
in Blanford 33

The foregoing petition was entered at a meeting of the Commissioners holden on the Second Tuesday of April in the year of our Lord one thousand eight hundred and Seventy when the County Commissioners deeming advise of the premises expedient appointed Tuesday the ninth day of August then next and eleven o'clock in the forenoon at the house of Lyman R. Age in Blanford as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Blanford being the town within which such alterations and specific repairs of highway are prayed for thirty days at least before the time appointed for said view and also caused abstracts



of said petition containing the substance thereof to be posted in two public places in said town and also give notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield daily Republican a newspaper published in said county said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the sixth ninth day of august the commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same and heard the parties the further consideration thereof was deferred till the next regular adjourned meeting of the commissioners held at Springfield aforesaid on the tenth day of august then next at which meeting the said commissioners proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said commissioners did adjudge that common convenience and necessity require that the prayer of the petition be granted and after adjudicating as aforesaid said commissioners appointed Tuesday the twentieth day of September then next and ten o'clock in the forenoon at the house of Lyman R. Age in said Blanford as the time and place when and where they would meet and proceed to locate said alterations specific repairs and the said commissioners having given notice of the adjudication and the time and place appointed for locating the same in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said twentieth day of September said commissioners met and proceeded to locate as follows to wit:

Commencing the first part of the location at a Stone monument on the northerly side of the road near the top of the hill Westerly of the residence of Sylvester Culver then running North thirty six and two thirds degrees east one hundred and four feet to a stone. Then North thirty two and a quarter degrees east two hundred and



four feet to a Stone - Then North forty nine degrees East one hundred and twenty four feet to a hole driven in a rock Then South eighty seven degrees East and crossing the brook one hundred and ninety six feet to a stone on land of George E. Dewey about ten feet easterly of Dewey's West line Then South twenty three degrees East one hundred and fifty four feet to a stone monument on the Northerly side of the road a little westerly of the residence of George E. Dewey The lines are run and the bounds are set on the Northerly or left hand side of the location and the same is laid three rods wide and is over land of Sylvester Culver George E. Dewey and the old road and is ordered by the County Commissioners that all that part of the old road between the points of beginning and ending of the new location shall be discontinued on and after the completion and acceptance of said new location

Commencing the second part of the location at a stone monument on the Southerly side of the road fifteen feet from the North easterly corner of the old burial ground fence there running South fifty seven and a half degrees East two hundred and fourteen feet to the Northwesterly corner of Lucius B. Shepards house lot the line is run on the Southerly or right hand side of the location and the same is seventy five feet wide at the commencement and sixty nine feet wide at the end, and being bounded by right lines and is over land of W. E. Boise and the old road W. E. Boise personally appeared and relinquished all claim to damages in consequence of the above described location of highway

Commencing the third part of the location at a stone monument on the Northerly side of the road and at the South easterly corner of the Misses Cross garden there running North thirty three and a quarter degrees East four hundred and eighty feet to a Stone at the first corner of John Gibbs heirs land this part of the location is over land of John Gibbs heirs Then North thirty two degrees East seven hundred and thirty five feet to a Stone on land of Maria and Catharine Cross Then North sixty nine degrees East ninety eight feet on said Cross land and seventy four feet on land of John Gibbs heirs to a Stone on said heirs land Then South sixty six degrees East



Three hundred and fifteen feet on Said Boies land and two hundred and Seventy six feet on Howard B. Robinsons land to a Stone by line between Said Robinsons and Watson v. Boies land Then South Seventy nine and a half degrees east three hundred and fifty five feet to a hole drilled in the point of a rock on Said Boies land Then South fifty three degrees east one hundred and Seventy two feet on Said Boies land and Seventy one feet on the aforesaid Robinsons land to a Stone Then South Seventy degrees east one hundred and ninety six feet to a Stone on the Northerly side of the old road a little Easterly of Said Robinsons pasture barway the lines are run and the bounds are set on the Northerly and Westerly or left hand side of the highway and the same is laid sixty feet wide

Commencing the fourth part of the location at a Stone monument on the Northerly side of the road a little Westerly of the Residence of Wm. V. Hinsdale then running South eighty six and a half degrees east two hundred and forty two feet to a Stone Then North Seventy seven degrees east three hundred and six feet to a Stone on the Northerly side of the old road near the foot of the hill: the lines are run and the bounds are set on the Northerly side of the Survey and the road is located sixty feet wide and is over the old road and land of Wm. V. Hinsdale

And now it is ordered that the Said Town of Blanford cause the road aforesaid which is within the limits of the Said Town of Blanford to be worked made and completed in the most faithful and workman like manner and as follows to wit The Said road must be thoroughly ploughed where plowing is practicable and be thoroughly cleared of Stones Stumps and roots The top soil where it is unsuitable for making a hard and permanent road must be removed out of the travelled way or may be used in embankment if it be so placed as not to be within twelve inches of the Surface of the road when finished Where the materials within the travelled part of the road are unsuitable for making a hard and durable road and the Subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good



gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 16 feet for the traveled part of the road. Where the subsoil is sand the said traveled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterwards with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled path thereof to its center to the height of 12 inches. And the traveled part thereof must be worked to the width of 16 feet exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over any and every part of the 16 feet aforesaid. The said traveled part of the third part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for materials in constructing the road except near its angles and also except that part of the road from stations 14 to 27 which is to be so constructed that two thirds of the width of the road bed shall be westerly of the center line — which must be judiciously rounded so as to render its turnings as gradual and easy as practicable in grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches where they are needed must be constructed entirely without the traveled part of the road of 16 feet as aforesaid and must be made by sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road. They must be worked parallel with the center line of the traveled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment and is liable from its weight



to settle or sink through the mud the side ditch in one instance be allowed On the side of hills where the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center and from thence to the exterior or down hill side must be made nearly or quite level All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees where the materials are loose gravel or sand the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise Said road must be firmly and substantially railed where railing is necessary for the safety and convenience of the traveller the railing must consist of straight handsome chestnut poles not less in any part than five inches in diameter and be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter and embedded in the earth or embankment not less than three feet and not more than twelve feet distant from each other from center to center Where the sides of embankments are constructed or secured with substantial well laid stone walls stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid All joinings or splittings of said railings must be made on the summit or top of some one of the stone supports aforesaid by chamfering the joining ends of each of said poles or joists at least one foot in length in such a manner that the chamfered faces will fit and lie close together with the iron bolt aforesaid passing directly through the center of said joining or splicing Or a stone wall built in a substantial and workmanlike manner two and a half feet high above the face of the road not less than two feet in thickness at its base and fifteen inches at its top and placed on a good bank wall may be substituted for the railing aforesaid In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railings to be firmly and permanently placed in the embankment with the interior or inside thereof not less than 2 feet within the edge of the slope of the embank



December meeting 1870

ment and without in any manner obstructing or interfering with said sixteen feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular the road must be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a crowning of the road of 12 inches in addition except the span of the arch or arches of a bridge each exceed three feet in the clear when it may be covered with good chestnut or white oak three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long measured at right angles with the direction of the road and be substantially and properly railed to the height of three feet and to the width of not less than 16 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner with good firm straight stone sides or abutments not less than two feet apart and 18 inches high and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be crowned 12 inches in addition. The owners of land over which said road is located retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience and also to carry the water from one side of the road to the other for the purpose of



watering their stock provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid care must be used in front of any dwelling house or any other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise so as slope such side bank as to cause the least possible injury to said building or the appurtenances thereto provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the travelled way nearest said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or reared besides the proposed travelled way by the owners of land over which said location is made whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it.

And it is further ordered that the grading of the first and third parts of the road aforesaid which is within the town of Blanford be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned. The grade pins are all placed in the location are all driven down to near the surface of the earth and the summits or tops of said pins are the points of admeasurements for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade in connection with the line of inclination represent the base of the traveled part of the road and the crowning of 12 inches required by this order is in all cases to be considered as placed on or above the tops or summits of said pins.



December Meeting 1870

and line the grade pins that are mentioned in this description as being numbered have a stake driven by the side of them bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows to wit:

Commencing upon the third part of the location at a point in the traveled part of the old road opposite Station one at grade at Station 2 fill 1.5 feet at Sta. 3 cut 1.3 feet at Stations 4, 5, 6, 7, 8, 9, 10, and 11 grade, at Station 12 fill 4.35 feet at Sta. 13 grade ~~at Station~~ at Station 14 cut 5 feet at Stations 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 grade at Station 25, 26, and 27 grade. And the inclinations of the traveled part of the road when completed are to be as follows. From Sta. 1 to a surface point 50 feet westerly of Station 3,  $5^{\circ} 15'$  from a point 50 feet westerly of Sta. 3 to Sta. 5,  $3^{\circ} 30'$  from Sta. 5 to Station 6,  $2^{\circ} 15'$  from Sta. 6 to Sta. 11 the grade is to be uniform from Sta. to Sta. and no part of any grade is to exceed  $3^{\circ} 45'$  from Sta. 11 to Sta. 13,  $5^{\circ} 45'$  from Stas. 13 to 15,  $5^{\circ} 15'$  from Sta. 15 to 16, 4' from Station 16 to Station 27 the grade is to be uniform from Station to Station and no part thereof to exceed  $3^{\circ} 45'$ .

The bridge across Potash brook is to have a span of not less than six feet in the clear. Culverts will be required at the following described points to wit between Stations 16 and 17 on the third part of the location a large one near Station 19 also between Stations 21 and 22 and between Stations 23 and 24 and between 24 and 25 and also at Station 26 and also upon any and all parts of the foregoing described parts of highway where it is necessary to convey the water from one side of the highway to the other all of which are to be of sufficient capacity to convey all accumulating water by the sides of the traveled parts of the aforesaid highway.

The bridge across the Stream on the first part of the location is to be at least twenty five feet span in the clear and elevated thirteen feet from the bed of the Stream to the top of the planking the abutments walls are to be laid upon a secure foundation not less than two feet below the bed of the brook and to be six feet thick at the bottom and four at the top and laid with rubble of one and



three fourths in twelve and are to be of the class known  
 as first class Rubble work all of the stone are to be of proper  
 size and form at least one third are to be laid as head  
 ers and to be of sufficient length to go through the walls  
 the abutments are to be protected by substantial wing walls  
 to be four feet thick at the bottom and to batter the  
 same as the abutments The superstructure is to be of  
 similar construction to that of the bridge over the Stream  
 near the Mill of Lorenzo v. Perkins  
 and the grade of this part of the highway when completed  
 is to be as follows to wit Commencing at Station one on  
 the old road at grade and thence to Station 6 at grade  
 at Station 7 fill three feet and from thence a uniform  
 grade to the top of the planking of the bridge and no  
 part of the grade from the planking of the bridge westerly  
 to the commencement of this part of the location is to  
 exceed four and a half degrees. at Station 8 fill 8 feet at  
 Station 9 grade from the commencement of the location  
 to Station 6 two thirds of the width of the road bed  
 is to be constructed below the center line of the location  
 From Station 9 the bed of the road is to be so located  
 as to connect with the old road bed with a proper  
 curve at a point about 30 feet westerly of Station 10 near  
 the point of an overhanging rock and the hill between  
 the point of connection with the old road bed is to be  
 graded to the width of 16 feet widening upon the southerly  
 side exclusive of the ditches to a point in front of  
 the house of George v. Dewey. and the grade of the road  
 when finished from the easterly end of the planking of  
 the bridge is to be as follows viz from the top of the  
 planking to Station 8 a uniform grade from Station 8 to  
 Station 9 a uniform grade from Station 9 to a point in  
 front of the house of Said Dewey no part of the grade is to  
 exceed five and a half degrees  
 and the following specific repairs are ordered upon the  
 old road to wit The first culvert westerly of the house  
 of Logman v. Age is to be reconstructed of stone or chestnut  
 timber three by four feet square in the clear & to be  
 covered with Chestnut plank and not covered with earth  
 the culvert is to be lowered so that the grade of the  
 traveled part of the road when completed shall be



at least fifteen inches lower than the present road bed which is to be cut at either side of the culvert so that the grade of the road when finished shall be uniform for the distance of forty feet from the top of the planking in either direction therefore the earth taken from the cut is to be used in the best manner to improve the road bed between the 1<sup>st</sup> culvert and the house of said 18<sup>th</sup> and the outlet to 2<sup>d</sup> culvert is to be protected by chestnut timber well placed in or stone laid in ripraps or both. A sluice will be required two feet square in the clear nearly opposite a hemlock tree marked XI on the Northerly side of the road about 130 feet westerly of the first named culvert also a culvert will be required of the same size as the last named opposite an ash tree marked XII on the Northerly side of the road about 140 feet Westerly of the last mentioned culvert. The Bridge across the next stream Westerly of the last described culvert is to be widened at least four feet on the Southerly side and the bed of the road on either side thereof is to be widened so as to conform. There to a culvert will be required at a point opposite a Hemlock tree marked XIII on the Southerly side of the road about 175 feet Westerly of the bridge two and a half feet square in the clear and the two old culverts next westerly of the last named tree are to be removed and leveled down. The Southerly side of the abutments and wing walls of the bridge at the foot of the next hill Westerly are to be relaid and the bridge widened four feet on the Southerly side the bridge is to be railed and the side walls carried up so to retain the earth that washes from the hill. The three rocks South of W. R. Healey's large gateway are to be removed and also the rock Northerly of said gateway said rocks are near the westerly ditch. The traveled part of the road from the foot of the hill Westerly of the Barn of Wm. & Winsdale and passing said Winsdale's house to a point opposite the first large maple tree on the Southerly side of the road is to be reconstructed so that two thirds of the average width of the road bed when finished shall be Northerly of the present shoulder of the road bed and the grade of the same is not to exceed the grade of the present road bed. That part of the Burial ground fence which is in the limits of the second part of the location is



to be removed therefrom and the culvert next the said ground is to be lengthened at least eight feet on the southerly end and the bed of the road is to be widened in as nearly a regular curve as may be from the commencement of the location to the southerly end of the culvert and thence westerly to the southerly end of the culvert near the store of Lucius B. Shepard.

The traveled part of the road on the hill easterly of the house of Lorenzo V. Perkins is to be raised and widened on the southerly side beginning at a marked cherry stake on the southerly side of the road thence westerly widening at the culvert eight feet at least and thence in as nearly a regular curve as may be to a cleft on the northerly side of a large rock in front of S<sup>d</sup> Perkins pasture barway thence in a like curve to a point in the present southerly ditch opposite a marked pine tree on the southerly line of the highway and the grade of this part of the road bed when finished is to be uniform for the entire length of the same. Substantial railings will be required upon all and any portions of the highway between the termini mentioned in the petition where the safety of the public may appear to require the same.

### Land Damages

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of two hundred dollars be paid to Sylvester Culver

\$ 200.00

and the sum of three hundred and ninety dollars be paid to the heirs of John Gibbs

" 390.00

and the sum of three hundred and fifty dollars be paid to Maria and Catherine Croft

" 350.00

and the sum of one hundred and eighty dollars be paid to Howard B. Robinson

" 180.00

and the sum of two hundred and twenty five dollars be paid to Watson V. Boise

" 225.00

and the sum of sixty five dollars be paid to William V. Hinsdale

" 65.00

and the sum of twenty five dollars be paid to George V. Dewey

" 25.00



December Meeting 1870

all in full compensation for all damages they will sustain in consequence of the foregoing described locations and discontinuance of highway

Other persons or corporations in the opinion of the commissioners being entitled to damages none are awarded

The owners of land over which said locations of highway are made are allowed until the first day of March A.D. 1871 to remove their fences trees and timber therefrom

and it is directed by the county commissioners that the town of Blanford cause the aforesaid described repairing and construction of highway to be completed in accordance with the foregoing order and to the acceptance of the county commissioners on or before the fifteenth day of September A.D. 1871

Randolph Stebbins county commissioner having deceased and W<sup>m</sup>. M. Lewis being disqualified on account of residence Albert D. Bagge and Newton S. Hubbard Special Commissioners were called and acted in their stead

Thomas Stebbins	}	county commissioner
A. D. Bagge		} Special
Newton S. Hubbard		

all of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway.

To the county commissioners of the county of Hampden  
The undersigned inhabitants and legal voters in the town of Agawam petition your Hon. board to view & relocate the highway passing through Agawam street as follows Beginning at a stone monument near the store of the late Lyman Whitman thence North westerly to a stone monument near the dwelling house of

J. D. Gallup & others  
Petitioners for relocation of highway  
in Agawam



Harvey Porter also from a stone monument near the dwelling  
house of Reynolds Austin northwesterly to the agawan bridge  
Agawan 1860. 14<sup>th</sup> 1870

P. W. Gallup others

The foregoing petition was entered at a meeting of the County  
Commissioners holden on the first Tuesday of October in the  
year of our Lord one thousand eight hundred and seventy  
at which meeting the Commissioners deeming advice of the  
premises expedient appointed Thursday the fifteenth day of  
December then next and two o'clock in the afternoon at  
the house of Isaac Rowe in Agawan as the time and place  
for viewing the premises and caused a copy of said petition  
to be served upon the clerk of the town being the town with  
in which such relocation is prayed for thirty days at  
least before the time appointed for said view and also caused  
abstracts of said petition containing the substance thereof  
to be posted in two public places in said town and  
also gave notice to all persons interested by causing a copy  
of said petition to be published three weeks successively in the  
Springfield Daily Republican news paper published in said  
County said posting and the last publication of said  
copy having been fourteen days at least before the time  
appointed for said view and before said view was had  
said Commissioners gave notice in like manner as described  
in the foregoing notice of the petition to all persons inter-  
ested of the time and place for commencing said view  
And on the said fifteenth day of December the Comm-  
issioners met at the time and place appointed and proce-  
ded to view the premises and having viewed the same  
the Commissioners then proceeded to consider and adjud-  
icate upon the prayer of said petition and after consider-  
ing the same said Commissioners did then and there  
adjudge that common convenience and necessity require  
that the prayer of the petition be granted.

After having adjudicated as aforesaid and no persons or  
corporations appearing to object thereto the Commissioners  
did then and there proceed to locate the same as  
follows to wit:

Commencing the first part of the location at a stone



December Meeting 1870

monument on the Westerly side of the road at a point in range with the Southerly end of the roll part of the late residence of Zephaniah Whitman deceased then running North twenty one degrees East one hundred and twenty three feet to a Stone at a point five and a quarter feet Northerly of a point in range with the Southerly end of the roll of the house of Harvey Worthington. The highway for this course and distance is sixty seven feet wide and is over the old road. The building nearly opposite the House of Said Worthington partly upon the highway is to be allowed to stand thereon as now during the lifetime of the building. Then North partly over the old road and partly over land of Harvey Worthington seventeen and one sixth degrees East four hundred and forty three feet to a stone the highway for this course and distance is sixty seven feet wide at the commencement and seventy one feet wide at the end. Then North three degrees East over the old road five hundred and twenty three feet to a Stone at a point two feet from a point in range with the Southerly end of Harvey Porters dwelling house the highway for this course and distance is seventy one feet wide at the commencement and one hundred and five feet wide at the end. Then Methodist Church standing partly upon the foregoing highway is to be allowed to stand thereon as at present during the lifetime of the building. The lines are run and the bounds are set on the Westerly side of the highway and all the boundary lines are right lines. The second part of the location commences at a Stone at the North easterly corner of Reynolds Austins door yard fence then running North sixty eight and one sixth degrees West one hundred and nineteen feet to a Stone by V. Roberts land near the Westerly side of the old Hartford road the highway for this course and distance is three rods wide at the commencement and ninety two feet wide at the end measuring in range with a Stone at the Southwesterly corner of Veroch L. Croopers land. Then North twenty eight degrees West two hundred and eighty four feet to a Stone by Isaac Bowes land the highway for this course and distance is as follows to wit at the commencement ninety two feet wide and narrowing to sixty three feet at a point one hundred and fifty two feet therefrom and from thence narrowing to fifty one feet at the end of the course. Then



North thirty five minutes West two hundred and seventy four feet to a stone on Isaac Bous land. Then North forty seven degrees West four hundred and twelve feet to a stone by land of Dorace and Julia & by the highway for the last two courses and distance is fifty one feet wide at the commencement and fifty five feet wide at the end. Then North forty nine and a half degrees West two hundred and twenty three feet to the center of a soft maple tree being the westerly tree of the row in front of the residence of Dorace and Julia & by. Then North fifty eight degrees West two hundred and forty one feet to a point three feet westerly of the center of a soft maple tree used as a guide post on the southerly side of the Hartford and Suffield road the highway for the last two courses is seventy feet wide; the lines are run and the bounds are set on the westerly or left hand side of the highway and now it is ordered that the town of Agawam cause the bed of the road on either side of the bridge on the first part of the location to be raised and reconstructed so that the grade of the same shall be uniform from the top of the planking of the bridge to a point one hundred feet distant in either direction therefrom.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a desire to be heard thereon consider and adjudge that the sum of one ~~hundred~~ <sup>thousand</sup> and twenty dollars be paid to Harvey

Westington

\$120.00

all in full compensation for all damages he will sustain in consequence of the foregoing location of highway. No other persons or corporations in the opinion of the Commissioners being entitled to damages none are awarded. The owners of land over which said locations of highway are made are allowed until the first day of May A.D. 1871 to remove their fences and trees therefrom.

and it is directed by the County Commissioners that the town of Agawam cause the repairing of highway on the first part of the location to be completed to the acceptance of said Commissioners on or before the first day of July A.D. 1871.



December Meeting 1870

Randolph Stebbins County Commissioner having deceased  
Newton S. Hubbard Special Commissioner was called and  
acted in his stead

Phineas Stedman { County  
Wm. M. Lewis { Commissioners  
Newton S. Hubbard { Special Commissioner

all of which by the report of said Commissioners filed  
among the proceedings on the aforesaid petition fully appears  
and now the said report being read and considered is  
accepted and the road established as and for a public  
highway

To the County Commissioners of the County of Hampden  
Whereas the Hedyke Water Power Company have this  
day presented to your Honorable body an application for an  
estimate of the damages done to the property of said Company  
by the Hedyke and Westfield Rail Road Company in the loca-  
tion of their rail road across and upon the land of said  
Water Power Company as more fully appears in said application  
on file now said Water Power Company request your Honorable  
body to require said Rail Road Company to give security to  
your satisfaction for the payment of all damages and costs  
which may be awarded by the County Commissioners or a jury  
for the land or property taken as aforesaid

The Hedyke Water  
Power Co. Pet for Security  
for damages

Hedyke Water Power Company  
By their attys  
Leonard & Wells

The foregoing petition was entered at this meeting to wit  
on the tenth day of January 1871 where it was ordered that  
the petitioners cause notice to be given to the Hedyke and  
Westfield Rail Road Company of the pendency of said petition  
by serving them with an attested copy of said petition and  
of this order thereon three days at least before an adjourned  
meeting of said Commissioners to be holden at Springfield



in said county Friday the thirtieth day of January current at two o'clock in the afternoon that they may then and there show cause why the prayer of said petition should not be granted

Whereupon the commissioners having heard the parties dicu as follows to wit

Upon the foregoing request of the Hedyoke Water Power Company due notice having been served upon the Hedyoke and Westfield Rail Road Company of the time and place appointed by the commissioners to meet and hear the parties together with a copy of the request of the Hedyoke Water Co. and the order of the county commissioners thereon

The commissioners met at the time and place appointed in the aforesaid order to wit: at the Court House in Springfield on Friday the thirtieth day of January at two o'clock in the afternoon and proceeded to hear the parties to wit: the Hedyoke Water Power Company by their counsel and witnesses and the Hedyoke and Westfield Rail Road Company by their counsel and witnesses: and also by adjournment on Tuesday and Wednesday the seventeenth and eighteenth and Monday the twenty third days of said month and by continuance for consideration to Monday the thirtieth day of January aforesaid and now after having fully considered the matter the commissioners require the Hedyoke and Westfield Rail Road Company to give the Hedyoke Water Power Company good and sufficient Bonds to the satisfaction of the county commissioners in the sum of Forty Thousand Dollars for the payment of all damages and costs which may be awarded by them or a jury for the land or property taken

Wm. M. Lewis  
P. S. Dornis  
G. R. Townsley } County Commissioners

Whereupon to wit on the 8th day of March in the year 1871 the Hedyoke and Westfield Rail Road Company file a bond with Sureties as ordered which bond is approved by the commissioners



December Meeting 1870

Benjamin B. Trask &

als. Pet. for repairs of highway  
in West Springfield  
18

To the County Commissioners of the County of Hampden  
The undersigned Citizens of said County and of West Springfield in  
said County respectfully represent that the highway in said town between  
Agawan bridge and Springfield bridge is in a bad and unsafe  
condition that said highway needs to be turnpiked and hardened  
and a portion of it raised and protected against floods that  
said town has neglected to make such repairs as the impor-  
tance of the road demands though repeatedly informed of its  
condition We therefore pray that your Honorable board will  
view said road and order such repairs as the public <sup>good</sup> may seem  
to you to demand

Benj. B. Trask & others

The foregoing petition was entered at this meeting of the  
commissioners when the commissioners deeming a view of the  
premises expedient appointed Tuesday the twenty eight day of  
February then next and nine o'clock in the forenoon at the  
Court House in Springfield as the time and place for viewing  
the premises and caused a copy of said petition to be served  
upon the clerk of the town of West Springfield being the  
town within which such repairs of highway are prayed for  
thirty days at least before the time appointed for said and also  
caused abstracts of said petition containing the substance thereof  
to be posted in two public places in said town and also to give  
notice to all persons interested by causing a copy of said petition  
to be published three weeks successively in the Springfield Daily  
Republican a newspaper published in said County said  
posting and the last publication of said copy having been four  
ten days at least before the time appointed for said view  
and before said view was had said commissioners gave notice  
in like manner as described in the foregoing notice of the petition  
to all persons interested of the time and place for commencing  
said view

And on the said twenty eight day of February the commissioners  
met at the time and place appointed and proceeded to view  
the premises and having viewed the same the commissioners  
then determined to hear the parties at the same time of  
said view and having heard the parties said commissioners then  
proceeded to consider and adjudicate upon the prayer of said  
petition and after considering the same said commissioners



did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted and no persons or corporations having appeared to object thereto the Commissioners met at the Court House in Springfield on Wednesday the fifth day of April A. D. 1871 and proceeded to make the specific repairs as follows to wit:

And now it is ordered that the town of West Springfield cause the travelled part of that portion of the road aforesaid lying West of the junction of Ferry Street with said road to be thoroughly turnpiked and reconstructed in the center of the location as follows to wit The width of the road bed when completed is to be not less than twenty five feet wide exclusive of the side slopes and ditches and to be at least fifteen inches crowning and to have a covering of good gravel or some good hardening material not less than ten inches thick over the entire width of twenty five feet aforesaid

The side ditches must be constructed entirely without the travelled part of the road of twenty five feet as aforesaid and must be made sloping from the exterior line of the traveled part of said road two and a half feet at an angle of twenty four degrees or two and half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road: they must be marked parallel with the traveled part of the road without unnecessary curvatures in their direction and must gradually descend with a smooth even surface in the direction of the road towards the points of discharge in such manner that no water can permanently stand by the road side and the same in other direction from Turtle pond for the distance of not less than 300 feet are to be so constructed as to discharge the water therein

and it is ordered by the County Commissioners that the town of West Springfield cause the aforesaid repairing and reconstruction of Highway to be completed in accordance with the foregoing Specifications on or before the first day of September A. D. 1871

And it is further ordered that there be allowed and paid to the town of West Springfield whenever the road aforesaid shall be completed and accepted by the Commissioners the sum of six hundred Dollars

Wm. M. Lewis  
G. B. Townsley } County Commissioners  
J. S. Loomis



December meeting 1870

all of which by the report of said commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and considered is accepted and the road established as and for a public highway

Edw. Dean is appointed ferryman at the ferry between South Hadley and Chicopee across the Connecticut River

Edw. Dean Pet. to be app't ferryman at South Hadley  
56<sup>th</sup>

The sum of nine hundred and thirty one dollars and twenty cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under chapter 130 of the acts of 1867 and the same is ordered to be paid out of the moneys received by the county treasurer under the provisions of said act

Damages done to sheep  
\$931<sup>00</sup> 20

The county commissioners having apportioned the moneys received under provisions of chapter 130 of the acts of 1867 not expended in the payment of damages done by dogs order that the same amounting to the sum of four thousand eight hundred and ninety dollars and eighty three cents be paid to the treasurers of the City of Springfield and of the several towns of the county in the proportions following viz

Apportionment of money to be refunded to towns under dog tax  
\$4890<sup>00</sup> 83

To the Treasurer of agawam	147 <sup>00</sup> 41
" " " " Blanford	93 <sup>00</sup> 30
" " " " Brimfield	87 <sup>00</sup> 93
" " " " Chester	51 <sup>00</sup> 92
" " " " Chicopee	303 <sup>00</sup> 17
" " " " Granville	117 <sup>00</sup> 25
" " " " Holland	26 <sup>00</sup> 30
" " " " Holyoke	410 <sup>00</sup> 37
" " " " Longmeadow	98 <sup>00</sup> 82
" " " " Ludlow	104 <sup>00</sup> 68
" " " " Monson	209 <sup>00</sup> 37
" " " " Montgomery	42 <sup>00</sup> 71
" " " " Palmer	242 <sup>00</sup> 87
" " " " Russell	51 <sup>00</sup> 82
" " " " Southwick	92 <sup>00</sup> 76



To the Treasurer of Springfield	1790. 57
" " " " Tolland	54. 43
" " " " Wates	66. 16
" " " " Westfield	477. 37
" " " " West Springfield	253. 76
" " " " Wilbraham	166. 66
	<hr/> 4890. 83

Register of Deeds  
Choice of

The votes for Register of Deeds for the County of Hampden being examined and counted on the first Wednesday of January A.D. 1871 it appears that James E. Russell of Springfield has eight thousand three hundred and twenty one votes - no other persons received any votes

James E. Russell is declared to be elected and now appears is sworn and gives bond for the faithful discharge of the duties of his office

County Treasurer  
Choice of

The votes for County Treasurer having been also examined and counted on the same day it appears that Mr. Wells Bridge of Springfield has eight thousand three hundred and six votes. H. H. Foster has one vote. Mr. Wells Bridge having received the highest number of votes is declared to be elected and now appears is sworn and gives bond for the faithful discharge of the duties of his office

Appointment of  
overseers of the  
House of Correction

George Dwight of Springfield. E. W. B. Holcomb of Chicopa and Gideon Wells of West Springfield are appointed overseers of the House of Correction for the year ensuing

Account of  
County Treasurer

The account of Mr. Wells Bridge Esq. County Treasurer being presented is allowed and placed upon file

Licenses

Lyman A. Nelson is licensed as a common victualer at the New London & Northern R. R. Depot Palmer



Estimated expenses of the County of Hampden for the year  
1871 with the amount necessary to be raised by Tax

December Meeting 1870  
County Estimate

For payment of Jurors	9000
" Services of Venues	200
" Officers of the Courts	1000
" Salaries County and Special Commissioners	1700
" Land Damages	2500
" Sheriffs fees	200
" Publishing Commissioners Notices	300
" Sweep of Highways	300
" Construction of Highways and monumenting the same	1500
" Inquests	600
	<u>17300</u>

### At Jail and House of Correction

For Provisions	8000
" Clothing	900
" Fuel and Lights	1800
" Beds and Bedding	300
" Salaries of Officers	3600
" Repairs	1000
" Instructions	350
" Furniture	600
" Discharged Prisoners	50
" Medicine and attendance	200
	<u>16800</u>

### At Court House

For Messenger	700
" Record Books and Stationery	600
" Law Library	200
" Repairs	256.50
" Fuel and Lights	300
" Clerk of Courts	400
" Salary of Sheriff	1250
" " " Treasurer	1000
" Examiners of accounts	100
" Legal expenses	50
" Criminal Costs	1150.0
County Indebtedness for orders drawn on Treasurer	10543.50
	<u>26643.50</u>



Total Estimate

61570.00

Deduct Balance in Treasury Dec. 31<sup>st</sup> 1871 21610.87

Amount called for by tax for the year 1872 39359.13

Wm. M. Lewis  
 J. S. Dennis  
 G. R. Townsend } County Commissioners

Land Damages

242.00

The following persons are allowed the sums set against their respective names for damages to land taken for highways amounting to the sum of two hundred and forty two dollars and the same are ordered to be paid from the county treasury

Petition of Franklin Morgan others

Frank Smith

67.00

A. P. Whipple

1.00.00

Gordon F. Whiting

10.00

Petition of S. S. Fowler and others

Heirs of Wm. R. Browne

65.00

242.00

Accounts

5801.97

Sundry accounts being now presented are allowed amounting to the sum of five thousand eight hundred and one dollar and ninety seven cents and the same are ordered to be paid from the county treasury

Hampton Ss. April 5<sup>th</sup> 1871

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

attest

Geo B. Mount Clerk



April Meeting 1871

Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commission  
as begun and holden at Springfield within and for the  
County of Hampden on the second Tuesday of April being the  
thirteenth day of said month to the twelfth day of said month  
and by adjournments on the twenty fifth and twenty ninth  
days of said month on the second seventeenth twenty fifth and  
twenty ninth to the thirtieth days of May and on the fifteenth  
day of June in the year of our Lord one thousand eight  
hundred and seventy one

Present Wm. M. Davis Esquire Chairman  
James S. Deonis " } County  
George R. Townsley " } Commissioners

Springfield April 29<sup>th</sup> 1871

Hampden County

Pursuant to adjournment of the last regular meeting of the County Commissioners a meeting of the Commissioners was this day held at the Court House in Springfield at 9 o'clock A.M.

As Mr Townsley one of the board of the County Commissioners was interested in the business to be considered and acted on by the Commissioners Mr. A. D. Bagg a special Commissioner was called in his place and was present and took part in the deliberations and actions of the board

Mr Townsley was not present at this meeting  
The board after having duly considered the subject of the location of the new Court House voted to select a site on the southerly side of Elm Street in said Springfield between the School House avenue so called and the homestead of Henry Fuller which said parcel of land is owned in three several parcels as follows the Westerly portion by Mrs. Elizabeth A. Adams the middle portion of L. E. Smith and the easterly portion by George R. Townsley

The board of Commissioners in pursuance of said vote and by virtue of the authority given them by the Legislature of this Commonwealth in an act entitled an act to authorise the County Commissioners of Hampden County

New Court House  
Land taken for



to take land and for other purposes" approved March 3, 1871 proceeded to take possession of said land by going upon the same openly and publicly and peaceably and declaring that they took possession of said lands with the buildings thereon standing for the purpose aforesaid and at the same notified the occupants and owners of said parcels of land that they took possession of the same under the authority of the act aforesaid.

On the same day and after the taking as aforesaid the County Commissioners caused a description of the land so taken to be filed for record in the office of the Register of deeds for said County with a certificate signed by said Commissioners that said land had been taken for the purpose of building a Court House.

The following is a copy of said Certificate.

Know all men by these presents that the County Commissioners of the County of Hampden and Commonwealth of Massachusetts under and by virtue of an act of the Legislature of the Commonwealth entitled an act to authorize the County Commissioners of Hampden County to take land and for other purposes approved March 3, 1871 have this day taken for the purposes of building a Court House thereon for the said County of Hampden the several parcels of land lying on the Southern Side of Elm Street in Springfield in said County described as follows, -

One tract with the buildings thereon standing owned by Elizabeth A. Adams of said Springfield and is bounded Northerly by Elm Street fifty seven feet Easterly by lands of G. C. Smith one hundred and thirty feet and four tenths Southerly by lands of the City of Springfield fifty seven feet and Westerly by School House Avenue one hundred and twenty nine feet containing seven thousand three hundred and ninety three square feet of land.

One other tract with the buildings thereon standing adjoining the above tract on the East and described as follows to wit bounded Northerly by Elm Street forty one and one half feet Easterly by lands of George R. Townsley one hundred and thirty one and one half feet more or less Southerly by lands of the City of Springfield forty one feet



April Meeting 1871

and Westerly by land of Elizabeth A. Adams above described  
one hundred and thirty and four tenths feet containing four  
thousand three hundred and seventy nine square feet of land  
said land is owned by L. C. Smith

Also one other tract of land with the buildings thereon  
standing owned by George R. Townsley situate Easterly of the  
last described tract and is bounded Northerly by Elm  
Street thirty seven and one half feet Easterly by land of  
Henry Fuller one hundred and thirty two and one quarter  
feet Southerly partly by land of E. Trask and partly by land  
of the City of Springfield thirty seven feet and Westerly  
by land of L. C. Smith above described one hundred and  
thirty one and one half feet containing four thousand eight  
hundred and ninety eight square feet of land

Dated at Springfield this  
27th day of April A.D. 1871

Wm. M. Lewis	{ County	
J. S. Loomis		Commissioners
A. D. Bagg		Special Commissioner

To Elizabeth A. Adams for the lands and buildings  
thereon belonging to her taken as aforesaid the  
Commissioners award the sum of fourteen thousand  
and five hundred Dollars \$14,500

To L. C. Smith for the lands and buildings thereon  
belonging to him taken as aforesaid the Commissioners  
award the sum of fifteen thousand Dollars \$15,000

To George R. Townsley for the lands and buildings  
thereon belonging to him and taken as aforesaid the  
Commissioners award the sum of sixteen thousand dollars  
\$16,000

Wm. M. Lewis	{ County	
J. S. Loomis		Commissioners
A. D. Bagg		Special Commissioner

On the 31st day of April 1871 a copy of location of land  
taken for Court House is filed in office of Register of Deeds



County Tax  
assessed

In conformity with a resolution of the General Court passed at their present session April 27<sup>th</sup> 1871 granting a tax of thirty nine thousand four hundred dollars for the County of Hampden the same is apportioned upon the several towns in said County in manner following

Agawam	980.64	Montgomery	196.13
Blandford	653.76	Palmer	1558.13
Brimfield	839.58	Scupell	272.40
Chester	588.39	Southwick	719.14
Chicopee	3878.98	Springfield	15526.80
Granville	664.66	Tolland	348.68
Holland	163.44	Wales	315.79
Holyoke	3018.20	Westfield	3835.40
Longmeadow	1144.08	West Springfield	1503.65
Ludlow	566.59	Wilbraham	1067.81
Monson	1558.13		<u>\$ 39200.11</u>

and warrants have been issued dated May 1<sup>st</sup> 1871 directed to the Selectmen or assessors of the several towns in the County directing them to assess the same upon the inhabitants of their respective towns and requiring their collectors or constables to collect the same and pay the same to Mr. Wells Bridge Esq. County Treasurer or his successor or order by the last day of August ensuing as the law directs

Notes of the County to  
be given for land

It is ordered that the County Commissioners give the notes of the County in payment of land taken of George B. Townsley Eliphalet Trask and L. C. Smith for a Court House

County Treasurer  
authorised to borrow

The County Treasurer is authorised to borrow fifteen thousand dollars for the purpose of paying for land of Elizabeth Adams taken for the location of a Court House and to give the notes of the County therefor

Licenses  
issued

Amos Munroe is licensed as an Inn holder at the Brimfield Hotel, Brimfield May 25



The sum of one hundred and twenty dollars is allowed to Henry  
Northington for damage to land taken for a highway on the petition  
of J. B. Gallup and others and the same is ordered to be paid from  
the County Treasury

After meeting 18<sup>th</sup>  
Grand damages  
taken for highway

Sundry accounts being now presented are allowed amounting  
amounting to the sum of five thousand one hundred  
and eleven dollars and ninety four cents and the same  
is ordered to be paid from the County Treasury

Hampden ss June 15 1871

Judgment is entered up  
according to reports &c and all matters not acted  
upon are ordered to be continued and this meeting  
is adjourned without day

Attest

Geo B Morris Clerk



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden ss

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty seventh day of said Month and by adjournment on the eighteenth day of July on the fifth twelfth and twenty ninth days of August and on the fifth and ninth days of September in the year of our Lord one thousand eight hundred and Seventy one

Present

William M. Lewis Esquire Chairman  
James S. Loomis .. County  
George B. Townsley .. Commissioners

Ar L. Day Petition  
for Estimate of Damages  
23

To the Honorable County Commissioners of the County of Hampden  
Respectfully represent your Petitioners Alexander Day and  
Leinus Day that they are the owners of certain lands situated in the  
town of Holyoke in the County of Hampden aforesaid extending from  
lands of James Whitney on the South to lands of P. Ely on the  
North - Also of another tract Situated in said Holyoke extending  
from lands of Jones & Davis on the South to lands of W. Ely on the  
North That the Holyoke & Westfield Rail Road Company a  
Rail Road Corporation established by the laws of this Commonwealth  
have located their Road over and upon both of the said tracts  
of lands of your Petitioners and have taken portions of each of said  
tracts for the uses and purposes of their said as set forth in the  
plan hereto annexed and more fully in their maps of location  
filed in the Clerk's Office of said County showing the amount  
and situation of the lands taken and your Petitioners aver that  
they have been and are damaged by the location of said Road  
and the taking of the lands as aforesaid and hereby make application  
to your Honorable body to estimate & determine the amount of damage  
sustained by them by the location of said Road and the taking  
of the lands as aforesaid

Springfield March 8<sup>th</sup> 1871

Alexander Day  
Leinus Day by  
Alexander Day



June Meeting 1871

The foregoing petition was entered at the meeting of the County Commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioners the petition is dismissed

To the County Commissioners of Hampden County

Whereas Alexander Day and Linus Day of Holyoke in said County have this day presented to your honorable body a petition requesting you to determine the amount of damages done to their lands in said County described by the location of and the taking thereof for the use of their roads by the Holyoke and Westfield Rail Road Company to which petition reference may be had - and now the said petitioners respectfully request your Honorable body to require said Rail Road Company to give to your petitioners satisfactory security for the payment of all damages and costs which may be awarded by the County Commissioners or a jury for the lands taken as aforesaid

Alexander Day  
Linus Day by  
Alexander Day

Alex Day Petition  
for security for damages  
25

The foregoing petition was entered at the meeting of the County Commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioners the petition is dismissed

To the Honorable County Commissioners of the County of Hampden

Respectfully represents your petitioner Willard Ely that he is the owner of a certain parcel of lands situated in Holyoke in said County extending from lands of Alexander and Linus Day on the South to lands of S. Gates of this month that the Holyoke and Westfield Rail Road Company a Rail Road Corporation established by law in Massachusetts have located their Road over and upon the lands aforesaid and taken a portion thereof for their uses and purposes of their Road as appears by the plan of their location now on file in the Clerk's office for Hampden County to which plan reference may be had for a particular description of the

Willard Ely Petition  
the estimate Damages  
25



Situation and amount of land taken as aforesaid and your petitioner avers that he has been and is damaged by the location and taking of the lands aforesaid and hereby make application to your Honorable Body to estimate & determine the amount of damages — Sustained by him by the location of said Rail Road and the taking of the lands as aforesaid

Springfield March 8. 1871

Willards W. By W. By

The foregoing petition was entered at the meeting of the County Commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioner the Petition is dismissed

Willards W. By Petitioner for  
Security for Damages  
36

To the County Commissioners of Hampden County  
Whereas Willards Day of Holyoke in said County has this day presented to your Honorable Body a petition requesting you to determine the amount of damages done to his lands in said petition described by the location upon and the taking thereof for the use of their Road by the Holyoke and Westfield Rail Road Company to which petition reference may be had and the said petitioner respectfully request your Honorable Body to require said Rail Road Company to give to your petitioner Satisfactory Security for the payment of all damages and costs which may be awarded by the County Commissioners or a jury for the land — taken as aforesaid

Springfield March 8. 1871

Willards W. By  
W. By

The foregoing petition was entered at the meeting of the County Commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioner the petition is dismissed



To the County Commissioners of the County of Hampden

Respectfully represents Phoebe Day of Hedyoke Hampden County Massachusetts that she is the owner of a certain parcel of land situated in said Hedyoke extending from the land of S. Gates on the South to land of the Hedyoke Water Power Company on the North that the Hedyoke and Westfield Rail Road Company a Rail Road Corporation established by the laws of this Commonwealth have located and established their road over and upon the said land of your petitioner and have taken a portion thereof for the use and purposes of their road the situation and quantity thereof taken being shown upon the map of the location of said road through the Town of Hedyoke now on file in the office of the Clerk of the County for the County of Hampden and your petitioner alleges that she has sustained damage by the location of the road and taking of the land as aforesaid whereupon your petitioner prays that after due proceedings had in the premises your Honorable Body will estimate the amount of damages done to her property by the said Rail Road Company by the location of their road and the taking of the land as aforesaid

Dated at Springfield March 7<sup>th</sup> 1871

Phoebe Day by  
Isaac A. Day

June Meeting 1871  
Phoebe Day Petition to  
estimate Damages  
27

The foregoing petition was introduced at the meeting of the County Commissioners held on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioner the petition is dismissed

To the County Commissioners of Hampden County

Whereas Phoebe Day of Hedyoke has this day filed her petition praying that your Honorable Body will estimate the damages sustained by her by reason of the location upon and the taking of her land for the purposes of their road by the Hedyoke and Westfield Rail Road Company as is more fully set forth in her said petition now on file - she now makes application for and requests that your Honorable Body order that said Rail Road Company to furnish her satisfactory security for the payment of any damages which may be awarded to her either by your Board or by a jury duly summoned for that purpose for the taking by the said company of her land as aforesaid ) Springfield March 7<sup>th</sup> 1871

Phoebe Day by  
Isaac A. Day

Phoebe Day Petition for  
Security for damages  
28



The foregoing petition was entered at the meeting of the county commissioners holden on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy and was continued from meeting to meeting to this meeting and now by consent of the petitioners the petition is dismissed.

Selectmen of Holyoke  
Petition to Cross Connect-  
icut River Rail Road  
82.

To the County Commissioners of the County of Hampden  
The undersigned Selectmen of Holyoke hereby apply to your Hon-  
orable Board for permission to lay a way across the Connecticut River Rail-  
Road and upon a level with said rail road at a point directly south  
of the Baptist Church in said Holyoke as laid by us  
Feb. 27<sup>th</sup> 1871

Ch. Higginbottom } selectmen  
L. A. Benson } of  
W. A. Fudge } Holyoke

The foregoing petition was entered at a meeting of the county commis-  
sioners for the County of Hampden holden on the second Tuesday of  
April in the year of our Lord one thousand eight hundred and seventy  
one at which meeting the commissioners deeming a view of the premises  
expedient appointed Wednesday the twenty fourth day of May then next and  
ten o'clock in the forenoon at the Holyoke House in Holyoke as the time  
and place for viewing the premises and caused a copy of said petition to  
be served upon the clerk of the town of Holyoke & the Connecticut River  
Rail Road Company being the towns within which such permission is  
asked for thirty days at least before the time appointed for said view  
and also caused abstracts of said petition containing the substance thereof  
to be posted in two public places in said town and also gave notice to  
all persons interested by causing a copy of said petition to be published  
three weeks successively in the Springfield Daily Union a newspaper pub-  
lished in said county said posting and the last publication of said copy  
having been fourteen days at least before the time appointed for said view  
and before said view was had said commissioners gave notice in like manner  
as described in the foregoing notice of the petition to all persons interested  
of the time and place for commencing said view.

And on the twentyfourth day of May the commissioners met at the time  
and place appointed and proceeded to view the premises and having  
viewed the same the commissioners then determined to hear the parties  
at the same time of said view and having partly heard the parties to



June Meeting 1871

with the Selectmen of Hodge by their Council & witnesses and the Connecticut River Rail Road Company by their Council & witnesses continued the further hearing of the same to Monday the twenty ninth day of said May at a regular adjourned meeting at the courthouse in Springfield at which time and place the parties were further heard and after hearing the case was further continued for consideration to Thursday the fifteenth day of June and from thence to Tuesday the twenty seventh day of said June being a regular meeting of said Commissioners when the matter was further considered and a majority of said Commissioners did then and there adjudge that public necessity requires the prayer of said Petition be granted and the Selectmen of Hodge are hereby authorized to lay out the way upon a level with said rail road as asked for in said petition George W. Townsby opposing all crossings at grade disagrees with the majority. All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition now fully appears. And now the said report being read and considered is accepted and the Selectmen of Hodge are authorized to lay out said way across the Connecticut River Rail Road at a level therewith.

To the County Commissioners of the County of Hampden

Respectfully represents David Gittell of Springfield in said County that he desires a private way to be laid from his dwelling in said Springfield to the highway leading from Springfield to Indian Orchard for the reason that at present he has no lawful and proper means of access to his said dwelling house. He further represents that the City government of the City of Springfield has been requested by him in writing to lay out such way but has within less than one year last past unreasonably neglected and refused so to do wherefore he prays your Honorable board to cause said way to be laid out & to ascertain and determine the place and course of said way and estimate all damages occasioned by the laying out thereof and make such other orders in the case as the law requires.

David Gittell by  
Stearns & Newton his attys

David Gittell Petitioner  
for a private way  
240

The foregoing petition was entered at a meeting of the County Commissioners for the County of Hampden held on the second Tuesday of April in the year of our Lords one thousand eight hundred and seventy at which meeting the Commissioners during a recess of the premises



Expedient appointed Tuesday the twentieth day of August then next and nine o'clock in the forenoon at the Court House in Springfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the City of Springfield being the City within which such private way is proposed for that day at least before the time appointed for said view and also caused abstracts of said Petition containing the substance thereof to be posted in two public places in said City and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union newspaper published in said County said Posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the said Twenty ninth day of August the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view ~~the~~ and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that private convenience and necessity require that the prayer of said petition should be granted.

Admirable Bradley the owner of said land now which said way is proposed for having waived all further notice and no persons or Corporation having appeared to object thereto said Commissioners then and there proceeded to locate said private way as follows commencing at a Stone bound on the Northern side of the road running from Springfield to Indian Orchard thence running north one and one quarter degrees East twenty two rods and then links to a Stone bound by land of said Jittell the line is run on the East side of said way and the same is said three rods wide all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition more fully appears and now the said report being read and considered is accepted and said way is established as and for a private way.

George S. Taylor & als  
Petition for a Highway  
13

To the County Commissioners of the County of Hampden

The undersigned citizens of the Town of Chicopee and the Town of Holyoke in said County Respectfully Represent that the public convenience and necessity require the establishment



June Meeting 1871

of a ferry on the Connecticut River from a point at the southerly end of Main Street in said Holyoke to the opposite ferry landing in the town of Chicopee on the ferry route formerly used by the South Holyoke during Ferry so called and further that for three years preceding the present year a ferry has been maintained on said route and has been of great public convenience and that highways have been built in both of said towns to connect with said ferry route at a large expense.

They therefore pray your Hon. Board to establish a ferry on the Connecticut River between said points and to cause the said towns to provide and maintain said ferry according to the laws in such cases made and provided and to provide one or more suitable persons to keep and attend the same and that your Hon. Board will make such further and other orders as shall be necessary and expedient to ensure the establishment and maintenance of a Ferry across said River between the points aforesaid.

Dated June 3, 1871

George S. Taylor & others

The foregoing petition was entered at this meeting when it was ordered by the Commissioners that a hearing be had upon said petition at the Court House in Springfield on Tuesday the 27th day of August current at two o'clock in the afternoon and that a copy of said petition and of this order thereon be served by the Sheriff of said County or his Deputies upon the clerks of the towns of Chicopee and Holyoke ten days at least before the said twentieth day of August and that all others interested therein be notified by publishing a copy of said petition and order once a week in the Springfield Daily Republican and now the said Commissioners make this report as follows

Commonwealth of Massachusetts  
Hampden ss.

At a meeting of the County Commissioners of said County held at Springfield on the twentieth day of August in the year of our Lord eight hundred and seventy one and thence adjourned to the fifth day of September current at the same place on the petition of citizens of the towns of Chicopee and Holyoke in said County representing that the public convenience and necessity require the establishment of a ferry on the Connecticut River from a point at the southerly end of Main Street in said Holyoke to the



opposite Ferry landing in said town of Chicopee on the Ferry road formally used by South Holyoke Swing ferry do call after due notice and hearing on said petition no one appearing to object thereto it was adjudged and determined that the public convenience and necessity require the establishment of such Ferry. It is therefore ordered by said commissioners that said towns of Chicopee and Holyoke shall jointly establish and maintain a Ferry on the line above designated and employ one or more suitable persons to keep and attend the same according to law in such case made and provided which report being read and considered is accepted and said Ferry is established and ordered to be maintained as in said report is contained.

County Treasurer authorized  
to borrow

The County Treasurer is authorized to borrow thirty one thousand Dollars of the Springfield Institution for Savings and to give the note of the County therefor payable on demand with interest semi annually at the rate of seven per centum.  
July 15

Said Damages

It is ordered that there be allowed for damages to lands taken for the road located upon the petition of James C. Blair and others in addition to the amount heretofore allowed as follows

To H. P. Robinson fifty Dollars	\$ 50.00
To John Gibbs (Heirs) fifty Dollars	" 50.00
To George E. Dawsey Twenty five Dollars	" 25.00

It is ordered that the sums heretofore awarded upon the petition of James C. Blair & others to the heirs of John Gibbs be paid to the heirs under the will of said John Gibbs.

Highway in Monson  
(Accepted)

The County Commissioners having viewed and carefully examined through out the Highway in Monson in said County located and ordered upon the petition of Lorenzo L. Squire and having found the same well made — constructed and complete according to the order of the Commissioners thereon it is by them accepted.

Allowance to the  
Town of Monson

It is ordered that there be paid to the Town of Monson towards defraying the charges and expenses of constructing a highway in said Town located upon the petition of Lorenzo L. Squire & others the sum of nine hundred dollars and that a warrant be drawn upon the County Treasurer therefor.



June Meeting 1871

The following persons are allowed the sums set against their respective names for damages to lands taken for Highways amounting to the sum of one thousand five hundred and fifty Dollars and the same are ordered to be paid from the County Treasury as follows

allowance to Lewis of money for building highway \$1560.00

Orbiton of James to Blair & others	\$ 200.00
Stephen Butler	" 350.00
Abner & Catherine Croft	" 390.00
Devises under the will of John Gibbs	" 180.00
Howard F. Robinson	" 225.00
Whitton C. Boice	" 65.00
William W. Hinsdale	" 25.00
George W. Dewey	" 1455.00

Howard F. Robinson	add July 15	50.00
Devises under the will of John Gibbs		50.00
George W. Dewey		25.00
		\$ 1560.00

To the Honorable County Commissioners of the County of Hampden  
 Whereas upon a petition dated February 10th 1866  
 Signed by H. L. Lewis William Brown & John Gaylord Selectmen  
 of Westfield and others to the County Commissioners of said County  
 praying that said Commissioners after due proceedings had would  
 proceed to locate anew a certain Town way in said Westfield from  
 a point on or near the North bank of Quat river at low water  
 mark a little westerly of the house occupied by Owen Rockwell  
 to the old Pechassee road at a point near where said road passes  
 under the Western Rail Road for the purpose of establishing the  
 boundary lines of said town way which said petition was entered  
 at a meeting of said Commissioners held at Springfield in said  
 County on the 4th Tuesday of December A.D. 1865 and whereas upon  
 said petition said Commissioners did upon the 5th Tuesday of  
 June 1866 adjudge that the prayer of said petition be granted  
 and on the 10th day of September 1868 proceeded to locate said  
 town way as follows to wit: Commencing at the Northwesterly  
 corner of the Morgan House so called being at the Northerly end  
 of the easterly line of the location made by the Selectmen of  
 Westfield and adopted at a Town Meeting held Wednesday

Charles C. Agamans  
 Pet for a jury  
 8



the third day of August AD 1881—then running South  $26\frac{1}{2}^{\circ}$  West 9 rods to a Stone Monument then same course 2 rods to the do bed of the river being the southerly end of the aforesaid easterly line the Town way being 4 rods wide and on the westerly or right hand side of the line as run and as described by the location of the select men of Westfield excepting however as town way so much thereof as is embraced in the location of the Pochassie road which said report of said Commissioners was accepted at their meeting held on the 4<sup>th</sup> Tuesday of December AD 1868 and by adjournment to the 3<sup>rd</sup> day of said month.

Now therefore Charles K. Apamans of said Westfield being a party aggrieved by the doings of said Commissioners in the locating of said way as he is the owner of the fee in certain real estate Situate in said Westfield bounded Northerly on the Pochassie road easterly on Rockwell & Mosely—Southerly on Great River and westerly on North Elm Street whereon are Situate a valuable water privilege—Saw Mill—flouring & just mill—Machine Shop & Foundry & other buildings upon and across the easterly side of which real estate—said location is made by said Commissioners—does hereby make application to said Commissioners for a jury to revise the judgment of said Commissioners in the location of said way and to determine the matter of his complaint.

Westfield April 13, 1869

Charles K. Apamans  
By J. J. Stephens his atty.

The foregoing petition was presented to the County Commissioners at a meeting holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and sixty nine and was continued to the meeting of said Commissioners holden on the fourth Tuesday of June next at which meeting it was ordered that the petitioner cause notice to be given to the Inhabitants of Westfield in said County of the pendency of said petition by serving the clerk of said town of Westfield with an attested copy of said petition and of this order thereon twenty days at least before a meeting of said Commissioners to be holden by adjournment for said June meeting at the Court House in said Springfield on the sixteenth day of July then next at nine o'clock in the forenoon that they may then and there show cause why the prayer of said petition should not be granted at which adjourned meeting the said Inhabitants of Westfield



June Meeting 1871

appeared by Leonard & Davis their attorneys and objected to their  
issuing of a warrant upon said petition and after hearing the petiti-  
on and the said inhabitants of Westfield it was at a further  
adjournment of said June meeting to wit: on the nineteenth day of  
August there was ordered that a warrant issue commanding the  
Sheriff of said County to summon a jury of twelve men to hear and  
determine the matters of complaint set forth in said petition which  
warrant was duly issued on the sixteenth day of October then next  
and this petition was continued from meeting to meeting to the  
meeting of said Commissioners holden on the fourth Tuesday of Decem-  
ber in the year of our Lord one thousand eight hundred and seventy  
at which meeting a certificate of the acceptance of said verdict of  
said jury was received from the Superior Court which certificate  
is as follows

Commonwealth of Massachusetts  
Hampden Superior Court October Term 1870

To the County Commissioners of the County of Hampden

In the case of Charles K. Spemans Pet. for a jury upon  
which a warrant was ordered by the said County Commissioners  
and was issued dated October 16. 1869 & has been returned into  
this Court it is now ordered that the verdict of the jury be accepted  
said verdict is as follows

Hampden S.S.

Verdict of the jury in the case of Charles K. Spemans  
of Westfield petition against the Inhabitants of the Town of Westfield.  
The jury empaneled by A. M. Bradley Sheriff of the said County  
of Hampden to inquire into the matter as to the necessity and  
propriety of any alteration as to so much of the location of the highway  
mentioned in the warrant in this case as is upon and over the land  
of the said Charles K. Spemans and to make such alterations in  
the location of that part of said highway as might be deemed by the  
jury necessary and proper having been first duly sworn by E. A. Winchester  
the person presiding at said hearing and having chosen Justin L. Worthy  
of West Springfield Townsman by ballot after carefully viewing the premises and  
fully hearing the evidence and the parties do find and our verdict is  
that it is not necessary and proper that an alteration be made  
in the location of the highway mentioned in the said warrant  
in this case upon and over the land of the said Chas. K. Spemans  
as follows

J. L. Worthy  
J. Demando

W. T. Fitch  
J. V. Holcomb



H. Weather  
 Calvin Hamon  
 Elihu Brown

S. H. Roberts  
 J. W. Howard  
 Alfred B. Chandler

And this petition was further continued from meeting to meeting to this meeting and now the costs of the proceedings upon this petition are taxed at the sum of three hundred and forty three dollars and forty cents and the petition is now ordered to be dismissed

\$ 31440-2

The Sum of Thirty one thousand four hundred and forty Dollars and two cents is ordered to be paid from the County Treasury to the Springfield Institution for Saving orphans of George W. Townsley & D. C. Smith for lands of the said Townsley & Smith taken for a new Court House

6448-13

Sundry accounts being now presented are allowed amounting to the Sum of Six thousand four hundred and forty eight dollars and thirteen cents and the same are ordered to be paid from the County Treasury

Hampton ss. September 9, 1871

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest

Geo B. Morris Clerk





*The Commonwealth of Massachusetts*

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden SS

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampden on the first Tuesday of October being the third day of said month and from day to day to the fifth day of said month and by adjournment on the seventh thirteenth seventeenth to the eighteenth twenty eighth and thirtieth days of said month on the twenty first twenty fourth to the twenty fifth days of November on the second and ninth days of December in the year of Our Lord One thousand eight hundred and seventy one.

Present William M. Lewis Esq Chairman } County  
James S. Loomis " }  
George R. Tomsley " } Commission

Selectmen of  
Westfield Pet for al-  
teration & new location  
of highway in  
Westfield

13

To the County Commissioners of the County  
of Hampden -

Respectfully represent the undersigned Selectmen of the Town of Westfield in said County that a portion of the highway in said town known as Court Street & extending from Broad Street Westward by the house of Joshua A. Loomis to the intersection of the Mansville & Russell Roads is crooked and that alterations should be made in the width thereof and that the boundary lines thereof are undefined and that the same requires locating anew. They therefore pray that your honorable board would view said highway <sup>between said named points and after due proceedings would proceed to locate a new road</sup> and make such alterations in the same as common convenience & necessity may require  
Westfield July 27<sup>th</sup> 1869

H. B. Lewis } Selectmen  
John Fowler } of  
C. H. Bush } Westfield



October Meeting 1871

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord 1869. and was continued to the October meeting in the year last aforesaid when the Commissioners deeming a view of the premises expedient appointed Tuesday the twenty fifth day of January then next and then held in the forenoon at the Worcester House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such alterations of highway is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in Westfield said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Westfield Home Letter a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice as in like manner described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the <sup>said</sup> twenty fifth day of January the commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that common convenience & necessity require that the prayer of the petition should



be granted. This petition was continued from meeting to meeting, until the present meeting, and now the said petition is ordered to be dismissed.

Roswell P. Crafts  
Pet for a Jury  
16

To the Commissioners for the County of Hampden.  
Whom the application of the Connecticut River Rail Road, to your honorable board, dated October 1<sup>st</sup> 1879, to have estimated the amount of damages caused by the taking of certain lands, described therein, & owned then by H. H. Jones, during his life & remainder over, as done had in said applications your board did on the 30<sup>th</sup> day of November last past, make and deliver, and estimate of said damages, which appear of record. The undersigned being, the parties legally in interest & owning said estate, are dissatisfied with your estimate & apply for a Jury, to assess the damages.

Roswell P. Crafts

Alfred Jones

Alfred Jones.

By Atty.

Geo W. Stearns.

Springfield

Oct 29<sup>th</sup> 1879.

The foregoing petition was entered at a meeting of the County Commissioners, holden for said County on the first Tuesday of October, in the year of our Lord 1879, and this petition was continued from meeting to meeting, to the meeting of the County Commissioners, holden for said County on the fourth Tuesday of June, the year of our Lord 1879. At which meeting, it was ordered, that a warrant for a Jury, be issued, and on the 1<sup>st</sup> day of August, in the year aforesaid, a warrant was duly issued, requiring the Sheriff of said County or his Deputy, to summon a jury, to hear and determine the matter of complaint set forth in said petition, and this petition was continued to this meeting, and now the following verdict and order from the Superior Court is received



October Meeting 1871

(Record verdict and order) and now it is ordered,  
by said Commissioners, that said verdict and adju-  
dication be recorded.

Commonwealth of Massachusetts

Hampden SS Superior Court October 7 1871

The following is a copy of the verdict of the jury  
called on the application of Russell P. Crafts & others,  
returned into court at this term and the same  
is now accepted by the Court, and ordered to  
be certified to the County Commissioners.

Verdict of Jury in case of Russell P. Crafts,  
Albert Jones and Alfred Jones, against the  
Connecticut River Rail Road.

The jurors empanelled by A. M. Bradley,  
Deputy of the County of Hampden, on the  
thirty first day of August A. D. 1871 for  
the purpose mentioned on the warrant in  
this case issued on the petition of the  
said Russell P. Crafts, Albert Jones and Alfred  
Jones, against the said Connecticut River  
Rail Road, having first duly sworn,  
and having chosen Silas Masman foreman,  
by ballot after viewing the premises and fully  
hearing the parties estimate and assess the  
amount of damage sustained by the said  
petitioners, by reason of the taking of their  
land situate in the town of Hologville in said  
County of Hampden, at the sum of nine  
hundred and eighty five dollars, which  
would be a just and reasonable com-  
pensation for all the damages sustained  
by the said petitioners.

Silas Masman

Foreman

Quintus J. Smith

Myron E. Searle

Geo H. Chapman

Albert F. Weston

David G. White

Harvey Robinson

Jarvis W. Cowles

St. J. Smith

Edson Clark

The costs upon said proceedings and recovered by  
the said petitioners are taxed at one hundred and fifty  
eight dollars and seventy nine cents \$158.79

Geo B. Morris Clerk



The Holyoke and  
Westfield Rail Road  
Company, Petitioners  
for alteration of high-  
ways in Westfield  
West Springfield  
and Holyoke  
3d

To the County Commissioners of the County of Hampden  
The Holyoke and Westfield Rail Road Company, respect-  
fully represent that they have made surveys and  
location of the line of their proposed railroad, in  
the towns of Westfield, West Springfield, and Holyoke  
in said County, and that said location is fully set  
forth in the location maps of said railroad, duly  
filed with your honorable Board, and that they  
are engaged in the construction of said railroad  
at the present time; they further represent that por-  
tions of certain existing highways in said towns  
within the limits hereafter specified interfere with  
the proposed location of said railroad, and that  
in order to secure the safe and convenient  
crossing of the line of said location, by the  
said highways, the public convenience and ne-  
cessity require the alterations and orders hereafter  
prayed for, to wit: That the grade of the highway  
in said Westfield, running from the West Farm  
road, so called, and the distillery of Goodrich  
Bush & Co. between lands of Lucy Yeamans and  
George Atkins, and across the railroad track  
of the Kerr Haven and Northampton Co. to the  
County road, leading from Westfield to Holyoke,  
be raised from a point five hundred feet  
easterly from said track, to a point five  
hundred feet westerly from said track, also  
that a portion of the Highway in said Westfield  
leading from the Timber-camp road, so called,  
between land of Franklin Brass, and Winthrop Weller  
and land of C. Williams heirs to the County  
road, running from Westfield to Northampton  
be discontinued, from a point at or near its  
intersection, with said Westfield and Northampton  
road, to a point twelve hundred feet westerly  
from said point of intersection, and that in lieu  
of the portion of said highway so discontinued,  
a highway be laid out and constructed across  
land of Winthrop Weller, and heirs of Gad Root,  
and others, in said Westfield, from a point in  
the said highway, which leads from the timber-



October Meeting 1871

swampy road, not more than twelve hundred feet westerly from the road running from Westfield to Northampton, to a point on last named road, not more than two hundred feet northerly from the center line of location of the Holyoke and Westfield railroad, and also, that a portion of the highway in said Westfield, called the Orm road, leading from Clay Hill past the dwelling of the late Abijah Orm, be discontinued from a point at or near the intersection of said Orm road with the road running from Westfield to Northampton, to a point twelve hundred feet easterly from said point of intersection, and that in lieu of the portion of said highway so discontinued, a highway be laid out and constructed on lands of John Massey, S. B. Hull, and others from a point on the before mentioned Orm road, not more than twelve hundred feet distant from its intersection with the road running from Westfield to Northampton, to a point on last named road, not more than two hundred feet northerly from said center line of location.

Also that a portion of the county road, in said Westfield, leading from Westfield to Holyoke, between lands now or late of Samuel Taylor's heirs and Peter Mc Cullen, be discontinued from a point near the dwelling of said Mc Cullen, to a point twelve hundred feet south westerly from said dwelling, and that in lieu of the portion of said highway so discontinued, a highway be laid out and constructed in said Westfield on lands now or late of Samuel Taylor's heirs, and others, from a point on said road, which runs from Westfield to Holyoke, not more than twelve hundred feet southwesterly from the dwelling of Peter Mc Cullen, to a point in the highway, which runs north, thirty and one half degrees east, past dwellings of said Mc Cullen, and M. Timney, not more than four hundred feet southerly from said Mc Cullen's dwelling.



Also that a portion of the highway in said West Springfield leading from Westfield to Holyoke between lands now or late of St. Sibley and Sibley & Elzy. be discontinued from a point in said highway four hundred feet westerly from the center line of location of railroad aforesaid to a point in said highway four hundred feet easterly from said center line. and that in lieu of said highway so discontinued, a highway be laid out in said West Springfield, across or adjacent to aforesaid lands of Sibley and Elzy, from a point on the said highway leading from Westfield to Holyoke, not more than four hundred feet westerly from the center line of location aforesaid, to a point on said highway not more than four hundred feet easterly from said center line.

Also that a portion of the county road in said Holyoke, leading from Westfield to Holyoke between lands of St. Dibble, St. Bartholomew, and land occupied by T. O. Donnell, be discontinued from a point in said road four hundred feet southwesterly from the center line of location aforesaid, to the brook running from Shelys Pond, across said highway, to Bartholomew's Saw Mill, and that in lieu of the portion of said road so discontinued, a highway be laid out and constructed, across lands of Dibble and Bartholomew aforesaid, and others, from a point in said road, running from Westfield to Holyoke, not more than four hundred feet southwesterly from the said center line of location, to a point in said road between said center line of location and the brook aforesaid.

Also that a portion of the highway in said Holyoke, leading from the said Westfield and Holyoke road to Brush Hill, in West Springfield, be discontinued from its intersection with the said Westfield and Holyoke road to a point on said highway, two hundred feet southerly from said intersection, that in lieu of the portion of said



October Meeting 1871

highway so discontinued a highway to be laid out and constructed from a point in said highway leading to Bush Hill, not more than two hundred feet northerly, from its intersection with said Westfield and Holyoke road to a point on last named road as it is now, or may be located by your honorable Board, and not more than five hundred feet southwesterly, from the center line of location of the Holyoke and Westfield railroad before mentioned.

Also that a portion of the highway in said Holyoke, leading from the road which runs from Westfield to Holyoke, past the dwelling of Michael Bender, to be discontinued from the point of intersection of last named highway with said Westfield and Holyoke road, to a point one thousand feet easterly, from said point of intersection, and that in lieu of the portion of said highway so discontinued a highway be laid out, and constructed on land occupied by J. O'Donnell, and others in said Holyoke, from a point on the aforesaid highway, leading past the dwelling of Michael Bender, not more than one thousand feet easterly, from the intersection of last named highway, with the highway leading from Westfield to Holyoke, to a point on last named highway, as it is now, or may be located by your honorable Board, northerly and not more than one hundred feet from the center line of location aforesaid.

Also that a portion of the highway in said Holyoke, leading from Ashbyville, in West Springfield to Rock Valley, in Holyoke, between lands of Horner Ely, and land now or late of Hannah Day, to be discontinued from a point on said highway five hundred feet southeasterly, from the center line of location aforesaid, to the intersection of last named highway with the highway leading to Park Street or called in Holyoke, and that in



in lieu of the portion of said highway so discontinued a highway be laid out and constructed in Holgate, across lands of said Hannah Day and others, from the point of intersection last named to a point on the said highway, leading from Ashbyville to Rock Valley, and not more than five hundred feet south-easterly from the center line of location aforesaid.

Also that a portion of the highway in said Holgate, leading from the county road running from Springfield to Northampton, over Stidman's Hill, so called, and past the dwelling of Hylas Wolcott, to be discontinued, from a point on said highway near the dwelling of Patrick Griffin, to a point on said highway, eight hundred feet westerly from the center line of location aforesaid, and that in lieu of the portion of said highway so discontinued a highway be laid out, and constructed, on lands of Peldiah Bly, Linnus Day and Alexander Day, and others in said Holgate, from a point near the dwelling of said Griffin, to a point on said highway, over Stidman's Hill not more than eight hundred feet westerly from the said center line of location of the Newfield and Holgate railroad.

Also that the location of a portion of the county road in said Holgate, leading from Springfield to Northampton, from a point near the dwelling of Alexander Day and the intersection of said road, with the old road, leading to dwelling of Timothy Crohan, to the point where said old road re-enters said county road, be altered, or that the same be discontinued, and a highway be laid and constructed in lieu thereof, between the termini of discontinuances above named.

Also, that the location of a portion of the highway in said Holgate, leading from the meadow road so-called, and the dwelling of Phoebe Day, past said Alexander Day's dwelling, be changed by moving the same southerly from a point four hundred feet easterly from dwelling of said



October Meeting 1871

Alexander Day, to a point near last named dwelling.

Also, that the location of so much of the Hampden County road so-called, in said Holyoke, leading from said Peter Day's dwelling to the county road from Springfield to Northampton as is included within the lines of the location of said railroad, be changed, so far as to limit the width thereof within said location lines, and at the point where a railroad bridge may cross said road.

Your petitioners further represent, that the location of a portion of the county road, in said Holyoke, leading from Springfield to Northampton, past the dwelling of Alexander Day, interferes with the proposed location of railroad, laid down as aforesaid, and that in view of such proposed location, the public convenience requires that the location of said highway be altered from a point near said Day's dwelling, to a point near the dwelling of Peter Day, by straightening said highway, between the points aforesaid, and that so much of the existing highway between said points, as shall not be included in said highway as re-located by your honorable Board, may be discontinued.

And, if it shall be adjudged that any of the before-mentioned portions of highways, or asked to be discontinued, shall not be discontinued, your petitioners respectfully request that the same may be altered and re-located, within the termini between which discontinuance is asked, in such manner and to such extent, as to secure the objects before set forth.

And your petitioners pray your honorable Board to view the same, and to pass such orders and decrees in the premises, as the public good may require.

The Holyoke and Westfield Rail Road Company

By J. P. Burdland, their Attorney.



The foregoing petition, was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of Our Lord 1871.

At which meeting, the Commissioners, deeming it one of the premises expedient, appointed Tuesday, the sixteenth day of May, then next, and some o'clock in the forenoon, at the Foster House in Westfield, as the time, and place for viewing the premises, and caused a copy of said petition to be served upon the clerks of the towns of Westfield, West Springfield and Holyoke, being the towns within which such alterations are prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places, in said towns, and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice, in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place, for commencing said view.

And on the said sixteenth day of May the Commissioners met at the time, and place appointed, and proceeded to view the premises, and having viewed the same, and heard the parties, the further consideration thereof, was deferred till the next regular <sup>appointed</sup> meeting of the Commissioners, held at Springfield aforesaid, on the twenty fifth day of said May, at which meeting, said Commissioners proceed to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge, that common convenience and necessity, require that the prayer of the petition,



be granted, and after adjudicating as aforesaid, said Commissioners appointed Wednesday, the twenty eighth day of June, then met and were in session in the forenoon, at the Foster House in said Westfield, at the time and place when and where, they would meet, and proceed to locate said allegations and the said Commissioners having given notice of the adjudication, and the time and place appointed, for said location, in the same manner as the notice and publication was given and made, and as is by law, in such case made and provided, before proceeding to view - (except publishing an abstract of said petition, instead of a copy thereof) on the said twenty eighth day of June, said Commissioners met and commenced to locate, and not having completed the same, continued the location, to Tuesday, the twenty seventh day of said June and from thence, from time to time, to Monday, the thirtieth day of October, thus met when said Commissioners met and completed the location, as follows.

The Holyoke and Westfield Rail Road Company, are authorized to raise the grade of the traveled part of the highway, from the Westfield Farms road, passing between lands of Lucy Quamans, and George Atkins in said Westfield, so that the same shall pass over the tracks of said Rail Road Company, and also the tracks of the Cherr Haven, and Northampton Rail Road Company, by a bridge eighteen feet wide in the clear, the grade of the traveled part of the highway, Eastward of the bridge, is not to exceed five degrees, and West of the bridge the grade is to be level, and no portion of said traveled part, is to be less than eighteen feet wide in the clear. The said Rail Road Company may raise the grade of the Timber Swamp road, so that the same shall pass over its tracks by a bridge sixteen feet wide in the clear, and the grade of the road bed



Southerly of the bridge is not to exceed three degrees  
 and Northerly of the bridge three and a half  
 degrees. The following change of location of road,  
 connecting the Timber Swamp road with the Northampton  
 and Orms roads, is made to wit: Commencing at  
 a point in the present road, at right angles to and  
 forty one and one fourth feet left of Sta 52+50  
 of center line of said Railroad. Thence, South, seventy  
 six and three fourths degrees East, a distance of one  
 thousand and ninety feet, crossing the Northampton  
 road, on top of Brass Hill, to the East side of the  
 Orms road. The, above being a description of the south-  
 erly line of the road, which is located three rods wide,  
 and the said Rail Road Company, are required to  
 construct the traveled part of said road, not less  
 than sixteen feet wide in the clear, with a grade  
 in no part thereof exceeding six degrees, and in  
 such other manner, as is herein after particularly  
 specified. The said Rail Road Company, are to  
 construct the Northampton road, on the top of Brass  
 Hill, over the tracks of their Rail road, by one arched  
 bridge, twenty feet wide in the clear, and the  
 grade of the road bed is not to exceed the  
 present grade, nor be less in width than the  
 present road bed. The following change of the  
 location of the road is made at the x roads  
 near the house of Peter McCullen, commencing  
 at a point in the present road, at right  
 angles with, and forty nine and a half  
 feet, right, and southerly of Sta 111+50 of  
 central line of said Rail Road. Thence south,  
 seventy six and three quarters degrees East, one  
 thousand and thirty nine feet, to the old  
 Springfield road, via Orms. The above described  
 line, is the Northerly boundary of a three rod  
 road. Thence, by said old Springfield road,  
 passing under the tracks of said Rail Road  
 through a bridge, twenty feet wide in the  
 clear, and twelve feet high in the clear,  
 to the present x roads. The grade of the bed  
 of the road is to be made as good as the



nature of the surface will allow, and the same is to be constructed, not less than eighteen feet in width.

The following change is made in the location of the Westfield and Holyoke road in West Springfield. Commencing at a point in the present road, at right angles with, and forty one, and a quarter feet left, and thirty of Sta 194+90 of the center line of the said Rail Road. Thence North forty one, and one twelfth degrees East six hundred feet Thence on land of the Holyoke and Westfield Rail Road Co North forty eight degrees and nine minutes East, eighty two and a half feet crossing over the tracks of said Rail Road by a bridge twenty feet wide in the clear. Thence North seventy three and a half degrees East, three hundred feet, to connect with the present road. The above being the southerly and westerly boundary of the road, which is laid three rods wide. The grade of the bed of the road westerly of the bridge is to be less than three degrees, and East of the bridge, not to exceed three and a fourth degrees. The following changes are made in the road at Widdle, four corners in Holyoke.

First a change of the road from Westfield, to Holyoke, via Chetup Pond. Commencing at a point in the present highway at right angles with, and thirty five feet right, and southerly of Station 293+14 of the center line of the Holyoke and Westfield Rail Road. Thence North thirty degrees East, one hundred, and seventy seven feet, to a point in the present road. The above is the description of the westerly line of a new road. The traversed part of the road, is to pass under the tracks of said Rail Road, through a bridge twenty feet wide in the clear and twelve feet high in the clear. Second, a change of the road from Westfield to Holyoke, via Ingleside, commencing at a point in the Easterly boundary line of the road, via Chetup Pond, at right angles with, and ninety and three quarters feet left and southerly of



Sta 294+00 of the center line of the said Holyoke and Westfield Rail Road. Thence North eighty nine degrees East, nine hundred and twenty six feet to a point in the present road. The line last above described is the Northerly line of a three rod road in width. Third: a change of the old Chicopee road commencing at a point in the Easterly boundary line of the present road, and at right angles to, and ninety and three fourths feet north and Southerly of Station 293+35. Thence North eighty nine degrees East, one hundred and twenty three feet to the present road. The foregoing is the description of the Southerly line of the road, which is three rods wide. The bed of the road upon the three last described parts of highway, when constructed, is to be not less than eighteen feet wide, exclusive of the side ditches, and no parts thereof are to exceed a grade of three degrees. The following change is made in the Chicopee road near Whitman's Sta 357, commencing at the point of intersection of the Northerly boundary line of the present road with the Easterly boundary line of the proposed road. Thence North one and a quarter degrees East, four hundred and eighty eight feet. Then North, sixteen and a half degrees West, crossing the Holyoke and Westfield Rail Road, four hundred and nineteen feet. Thence North, eighty seven degrees West, one hundred and seventy feet, to the point in the Easterly boundary line of the present road. The above described line being the Easterly and Southerly line of the road, which is three rods wide. The traveled part of the last described change of road, is to pass under the tracks of the aforesaid Rail Road, through a bridge eighteen feet wide, and twelve feet high in the clear, and the grade of the road when constructed, is to be a uniform surface grade. South of the bridge, and North of the bridge, not to exceed four degrees. The following change is made in the road over Ingelide Hill, commencing at a point of intersection of the Northerly boundary line of the present road with Easterly line of this location.



October Meeting 1871

Thence South, seventy and a half degrees East, seven hundred and sixty six feet. Thence South, thirty one and a quarter degrees East, one hundred, fifty and a half feet. Thence South, twenty six and one half East (26 1/2) forty nine and a half feet. Thence North, eighty two and a half degrees East, fifty three feet. Thence North, fifty and a half degrees East, fifty three feet. Thence North, thirty seven and a half degrees East, three hundred and eighteen feet, to a point in the Southly boundary line of the present road. The above described line being the Northly line of this part of the new location, which is three rods wide. The traveled part of the road is to be constructed of the track of said Rail-road by a bridge twenty feet wide in the clear and the grade of the road Northly of the bridge is not to exceed in any part thereof, one half of a degree, and Southly of the bridge, four degrees. The following change is made in the highway in front of Ingleside, commencing at a point in the present road, at right angles with, and twenty and three fourths feet right and Easterly of Sta 43+71 of the center line of said Rail Road. Thence North, twenty three degrees and fifty four minutes East, nine hundred and eighty feet, to a point in the present road. The above described line being the Easterly line of the location, which is three rods wide. The grade of this part of the road is to be a general surface grade. The following change is made in the highway near the school-house and Westly of Alexander and Linus Duggs, to wit commencing at a point in the Westly boundary line of the present road, opposite the culvert, near the house of Willard Ely. Thence in the present road South, twenty two degrees West, eighty feet. Thence on some corner on lands of said Ely, six hundred and twenty feet. Thence on some land, South, twelve and a half degrees West, fifty three feet to land of Alexander and Linus Duggs. Thence on said Duggs land some corner



seventy two feet. Thence South eleven degrees East. one  
 hundred and eighty two feet. Thence South. one degree  
 West. ninety six feet. Thence South sixteen and a half  
 degrees West. fifty seven feet to the old road. Thence on  
 the old road same course. eighty one feet. to land  
 of Tom Graham. Thence South twenty three degrees. and  
 fifty four minutes West. one hundred and thirty five  
 feet. Thence South sixty six degrees and six minutes  
 East. one hundred. and thirty two feet to the West side  
 line of the new road. in front of Ingleside. The above  
 described line being the West side line. of this part  
 of the location. which is laid three rods wide. The  
 traveled part of the road is to be constructed under  
 the tracks of the said Rail road. through a bridge  
 twenty feet wide, and twelve feet high in the  
 clear. and the grade of the said traveled part  
 of the road. is to be as follows - to wit. from the  
 commencement to the top of the hill not more  
 than three degrees. and from thence to the bridge  
 four and a half degrees. The said Holgate and  
 Westfield Railroad Company. may construct its  
 road. over the old mountain road. at Sturtevant  
 by an arch. twelve feet wide and twelve feet  
 high in the clear. The said Corporation. may  
 also construct its road. under the highway.  
 known as South Street in Holgate by a bridge  
 twenty feet wide in the clear. for the public  
 travel. Some monuments are set at all of the  
 angles on all of the several locations. of new  
 road. The following described portions of the old  
 highway. as described in the petition of the said  
 Holgate and Westfield Rail Road Company and  
 also by plans on file in the County Clerk's office  
 are hereby ordered to be discontinued. to wit.  
 So much of the road leading from the Timber  
 Swamp road to the Northampton road  
 as lies within the location of the said Holgate  
 and Westfield Rail Road. Also all that  
 portion of the Queen road. leading from the  
 fields of the roads on Clay Hill South of said  
 Rail road. to the North side location of the same.



October Meeting 1872

that portion of the County road in Westfield leading from said Railroad past the house of Peter McCullum that is covered by the location of said Railroad.  
Also that portion of the highway near the Westfield town line in West Springfield leading from Westfield to Holyoke that is covered by the location of said Railroad. Also so much of the road at Tiller's four corners and the road leading Easterly from said four corners as lies within the location of said Railroad. Also so much of the highway from Ashbyville to Rock Valley passing the house of Whiting within the location of said Railroad Company. Also so much of the highway from Springfield to Northampton over Stickmans Hill as lies within the location of said Railroad. Also so much of the road in front of Ingleside leading from the house of Alexander and Lina Day to the house of Peletiah Ely's heirs as lies within the location of said Railroad. Also so much of the road leading from the residence of Phoebe Day to the residence of Alexander and Lina Day as is covered by the location of said Railroad. Also so much of the County road from Springfield to Northampton and also from the residence of said Day's past the residence of Willard Ely that is covered by the location of said Railroad. and it is ordered by the County Commissioners that the said Holyoke and Westfield Rail Road Company cause all damages remaining unpaid occasioned by the location and discontinuance of all the foregoing described portions of highways to be paid to the County Treasurer on or before the first day of January A.D. 1872.  
and it is further ordered by said Commissioners that the said Rail Road Company cause all parts of the foregoing described portions of new location of highways and also all changes of grade not already completed to be made and constructed in accordance with the specifications herein before given and also



in all other respects, in accordance with the printed specifications herewith given and that the same be made and completed on or before the first day of December A. D. 1871 to the acceptance of the County Commissioners.

And now it is ordered, that the said Holyoke and Westfield Rail Road Company, cause the road aforesaid which is within the limits of the said towns of Westfield West Springfield and Holyoke to be made and completed in the most faithful and workmanlike manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is inevitable for making a hard and permanent road, must be moved out of the traveled way or may be used in embankment if it be so placed, as not to be within twelve inches of the surface of the road when finished. Where the materials within the traveled part of the road, are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least twelve inches of good gravel, or some other material (the best that can be obtained in the vicinity, whether within or without the location of the road) will be required over the whole width of the traveled part of the road. Where the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam, four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the traveled part thereof to its center to the height of twelve inches, and the traveled part thereof must be worked to the width of not less than sixteen feet, exclusive of the side slopes, and of



October Meeting 1871

the ditches, so that carriages and teams may pass with safety and convenience over any and every part of the same. The said traveled part of the road must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turning as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereinbefore mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road as aforesaid, and must be made by sloping from the exterior line of the traveled part of said road two and a half feet, at an angle of twenty four degrees or two and one half feet slope, to one foot rise, to be measured horizontally with the true or chord line of the crown of the road. They must be worked parallel with the center line of the traveled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side. Over mounds or muck land where the road is made by embankment and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed. On the side of hills where the road is made partly by embankment and partly by excavation, the road must be crowned in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the center, and from thence to the exterior or downhill side must be made



nearly or quite level. All sides of excavations, or  
 embankments where the materials are of a loamy or  
 adhesive character must be made at an angle  
 not exceeding forty five degrees, where the materials  
 are loose gravel, or sand, the angle must not  
 exceed thirty degrees from a horizontal line, or two  
 feet slope to one foot rise. Said road must be  
 finally and substantially railed, where railing is nec-  
 essary for the safety and convenience of the trav-  
 eler, the railing must consist of straight handsome  
 chestnut poles, not less in any part, than five  
 inches in diameter, and be securely fastened with  
 iron bolts, to stone, or chestnut posts, two feet  
 high, above the face of the road, not less than  
 eight inches in diameter and embedded in  
 the earth or embankment, not less than three  
 feet, and not more than twelve feet distant  
 from each other from center to center. Where the  
 sides of embankments are constructed or secured  
 with substantial well laid stone walls, stones two  
 feet high above the face of the road, and not  
 less than eighteen inches in diameter at their  
 base may be substituted for the stone posts aforesaid.  
 All joinings or splicings of said railing, must  
 be made on the summit, or top of some one  
 of the stone supports aforesaid, by chamfering  
 the joining ends of each of said poles, or joints, at  
 least one foot in length, in such manner that  
 the chamfered faces will fit and lie close together  
 with the iron bolt aforesaid, passing directly  
 through the center of said joining, or splicing.  
 Or a stone wall built in a substantial, and  
 workmanlike manner, two and a half feet  
 high, above the face of the road, not less than  
 two feet in thickness at its base and fifteen  
 inches at its top, and placed on a good wall  
 may be substituted for the railing aforesaid.  
 In all places where it is necessary to have  
 railing, the road if constructed of earth slopes  
 must be worked sufficiently wide to allow  
 the posts which support said railing, to be firmly



October Meeting 1871

and permanently placed on the embankment with the interior or inside thereof not less than two feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height. The inner face thereof being perpendicular. The road need be widened to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a covering of the road of twelve inches in addition. Except the span of the arch or arches of a bridge each end three feet in the clear where it may be covered with good chestnut or white oak three inch planks. Whenever a bridge is covered with plank the top of the planking must be at grade and a stick of chestnut lumber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the plank against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty feet long measured at right angles with the direction of the road and be substantially and properly raised to the height of three feet and to the



width of not less than sixteen feet. Between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner, with good firm, straight stone sides, or abutments, not less than two feet apart, and eighteen inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be covered twelve inches in addition. The owner of land over which said road is located, retains the legal right to construct cattle culverts, or farm bridges, across, and underneath the road, for their accommodation and convenience provided they do not thereby increase the ascent, or descent, in the grading of the road, as hereafter described, and construct said culverts, or bridges in manner prescribed for the bridge and the said culverts when placed in, must forever after be maintained by such owner, their heirs or assigns, in good repair, and in such condition, as to render them safe, and convenient for the traveler. In grading the road aforesaid, care must be used in front of any dwelling house, or other building, where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall, if the owner of said building shall so elect otherwise so to slope such side bank, as to cause the least possible injury to said building, or the appurtenances thereto, provided, however, when such passage ways cannot be made safe and convenient, by sloping, as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house, or other building, it must be constructed, and sloped, on that side of the traveled way nearest said building in such manner as to render the road safe without



October Meeting 1871.

the aid of railings. (For in such case no railing can be afforded.) and in such manner, as to leave all passage ways, to and from said building, as perfect and as nearly in their present shape as may be. Trees that have been planted, or reared beside the proposed traveled way, by the owners of land, of which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed or injured, unless the construction and safety of the road, absolutely require it.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised or lowered and so ordered at the points of their said crossings, intersections, or connections therein, as to render them perfectly safe and convenient for the traveler.

And it is further ordered, that the grading of the road aforesaid, which is within the towns aforesaid be so worked, as not in any place to exceed the angles of ascent, or descent, from a horizontal line, herein before mentioned. The grade pins are all placed in the center of the location, and all driven down, to near the surface of the earth, and the summits, or tops, of said pins, are the points of admeasurement, for ascertaining the amount of excavation, or embankment. The summits or tops of those pins that are at grade, in connection with the line of inclination, represent the face of the traveled part of the road, and the closing of twelve inches, required by this order is, in all cases, to be considered as placed on, or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the said stake opposite said grade pins, and accompanying stake, the admeasurement is given in feet, and the decimal parts.



of a foot. And said grading was followed to and  
 All parts of the road bed, the width of which is not  
 before particularly specified, are to be not less than  
 eighteen feet wide, in the clear, and exclusion of  
 the side ditches. No persons having desired further  
 time for the removal of Timber trees and fences,  
 no further time for such removal is deemed nec-  
 essary, by the Commissioners. The County Commission-  
 ers having heard all persons and corporations,  
 interested in relation to damages who expressed  
 a desire to be heard thereon, consider and adjudge  
 that the sum of Ten hundred and two dollars,  
 be paid, to Alexander and Lewis Day (\$1010.00)  
 And the sum of Three hundred and seventy dol-  
 lars, be paid to Willard Ely (\$370.00) And the  
 sum of Seven hundred and forty three dollars,  
 be paid to the heirs of Reuben Ely (\$743.00).

All in full compensation, for all damages  
 they will sustain in consequence of the foregoing  
 described changes of highways.

The Holgate and Westfield Rail Road Company, hav-  
 ing represented to the County Commissioners,  
 that all other damages, occasioned by the fore-  
 going, described changes of highway, were  
 paid, and no other persons or corporations,  
 appearing to claim damages more than are  
 awarded.

Wm M. Lewis. } County  
 G. R. Tompkins }  
 J. D. Morris. } Commissioners.

All of which, by the report of said Commis-  
 sioners, filed among the proceedings on the  
 aforesaid petition, fully appears. And now  
 the said report being read and considered,  
 is accepted.



October Meeting 1841  
Elizabeth A. Adams  
Pet for a Jury  
34

To the Honorable County Commissioners of the County of  
Hampden, respectfully represents Elizabeth A. Adams  
of Springfield in said County, that she is aggrieved  
by the doings of the County Commissioners in award-  
ing her damages and compensation for land  
taken by said Commissioners, belonging to her,  
situated on the South side of Elm St. in said  
Springfield, and the same occupied by her, as  
a homestead, which said land has been taken,  
for a Court house, under the authority of an  
act entitled: An act to authorize the <sup>County Commissioners</sup> of  
Hampden County, to take land, and for other  
purposes, and which is <sup>more</sup> fully described in  
the records of the doings of said County Com-  
missioners. Wherefore she prays that a jury  
may be summoned and called to review  
said doings of said County Commissioners, and  
to assess and award her damages and  
compensation for said land, according to  
law.

Elizabeth A. Adams.

By Stearns and Knorrton

Her Atty

The foregoing petition was presented to the  
County Commissioners at a meeting holden  
at Springfield, within and for said County,  
on the second Tuesday of April, in the year  
1841, at which meeting to wit, on the 14<sup>th</sup> day  
of May in the year aforesaid, a warrant was  
issued commanding the Sheriff of said County  
to summon a jury of twelve men to hear  
and determine the matters of complaint  
set forth in said petition, and this petition  
was continued to the meeting of said Com-  
missioners held on the 4<sup>th</sup> Tuesday of June  
in the year aforesaid, when a certificate of  
the acceptance of the verdict of said jury,  
was received from the Supreme Court, which  
certificate is as follows.

Commonwealth of Massachusetts-

Hampden ss Superior Court June 9. 1841.



To the County Commissioners of the County of  
Hampden. The following is a copy of the verdict  
of the jury, called on the application of Elizabeth  
A. Adams, returned into Court at this term, and  
the same is now accepted by the Court and or-  
dered to be certified to the County Commissioners.

Elizabeth A. Adams }  
v }  
The County of Hampden } June 1<sup>st</sup> 1841  
Verdict of the Jury

The jurors empanelled by the Sheriff of the  
County of Hampden, for the purpose mentioned  
in the warrant found in this case, on the  
petition of Elizabeth A. Adams, having been first  
duly sworn, and having chosen Reuben Brooks  
foreman by ballot, after carefully viewing the  
premises, and fully hearing the parties, have  
appraised the damages sustained by the com-  
plainant, by reason of taking the land of  
the complainant, described in the warrant, for  
a Court house, at fifteen thousand, forty three  
dollars and seventy five cents. \$15,043.75

Reuben Brooks	Foreman
Stephen Larrison	Ezra G. Heath
Lucas B. Chapin	Charles E. Merrick
Edwin Indicoth	J. E. McNamee
Rufus Ames	Horace S. Miller
Bradford W. Palmer	John B. Loomis
Calist T. Moody	

The costs recovered by the petitioner are taxed at  
Thirty one dollars and seventy two cents.

Attest

Geo B Morris, Clerk

And this petition was further continued to this  
meeting, and now the amount returned in  
the verdict of the jury having been paid to the  
said Elizabeth A. Adams, without costs, the pe-  
tition is ordered to be dismissed.



October Meeting 1871  
W. E. Boies  
Blandford

Commonwealth of Massachusetts.  
Hampden Co.

To the County Commissioners of the County of Hampden. Respectfully represents, that your petitioner, Watson E. Boies of Blandford in said County, that the Commissioners the fourth Tuesday in June 1871 laid a road across the premises of your said petitioner in the town of Blandford, on the petition of James C. Blair and others, viz: from a stone monument on line of H. P. Robinson South twenty nine and a half degrees East three hundred and fifty five feet to a hole drilled in a rock on said Blair's land thence South fifty three degrees East one hundred and seventy two feet. Your petitioner not being satisfied with the amount of damages awarded on the above premises, prays that your Honorable body will issue a warrant for a jury to examine the premises and assess and determine the damages in accordance with provision of law in such cases provided.

Blandford May 14<sup>th</sup> 1871.

Watson E. Boies.

The foregoing petition was presented to the County Commissioners, at a meeting holden on the second Tuesday of April in the year 1871, and was continued from meeting to meeting until this meeting, and upon the tenth day of October in the year last aforesaid, a warrant is issued, commanding the Sheriff of said County to summon a jury of ten men, and determine the matters of complaint set forth in said petition and upon the twenty eighth day of said October a certificate of the acceptance of the verdict of said jury is received from the Superior Court, which certificate is as follows.

Commonwealth of Massachusetts.

Hampden

Superior Court October Term 1871.

To the County Commissioners of the County of Hampden. In the case of Watson E. Boies



Petitioner for a Jury upon which a warrant was ordered by the said County Commissioners and was issued, dated October 10th 1841, and has been returned into this Court, it is now ordered that the verdict of the Jury be accepted. Said verdict is as follows: viz:

Nelson E. Boice vs County Commissioners  
Verdict of Jury in said case. The Jurors empaneled by A. M. Bradley, Sheriff of the County of Hampden, on the nineteenth day of October A. D. 1841, for the purpose mentioned in the warrant in this case, issued on the petition of the said Nelson, against the said County Commissioners having been first duly sworn and having chosen Joshua Bemis foreman, by ballot, after carefully viewing the premises, and fully hearing the parties estimate, and assess the amount of damages sustained by the said petitioner, by reason of the location of a highway through his land, to be the sum of one hundred and eighty <sup>84</sup>/<sub>100</sub> dollars, which would be a just and reasonable compensation for all the damages sustained by said petitioner.

Joshua Bemis	M. P. Tinker
Jalcott Coe	C. W. Clark
Robert Pitcher	J. T. Winchell
Enos Smith	Elbridge G. Wilcox
Wm H. Gamwell	J. W. Gibbs
Edw. A. Bingham	

The costs of the respondents upon said warrant have been taxed, at one hundred and seven dollars, and thirty nine cents.

Geo B. Morris

S. E. Proctor & ali  
Pet for discontinuance  
of highway in  
Southwick

50

To the County Commissioners of the County of  
Hampden. We the undersigned citizens of  
Southwick in said County, represent that in  
consequence of the new lay, and construction  
of a portion of the road, leading from  
Southwick to Suffield, near Boyles and  
Gilberts Mills, it made a part of the old



October Meeting 1871

road useless as a public highway. We therefore ask your Honorable board to order a view at your earliest convenience, for the purpose of discontinuing that part of the old road lying between the two termini of the new road, or so much of said old road as in your judgment you shall deem necessary, and proper. As in duty will ever pray.

Southwick August 15 1871

O. S. Forster and others.

The foregoing petition, was entered at a meeting of the County Commissioners, holden at Springfield within and for said County, on the second Tuesday of June, in the year of Our Lord 1871, and was continued to this meeting, when the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the eighth day of November, then next, and ten o'clock in the forenoon, at Curtis Hotel in Southwick, as the time and place, for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Southwick, being the town within which such discontinuance is prayed for, thirty days at least before the time appointed, for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places, in said town, and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said Spring, and the last publication of said copy, having been fourteen days at least, before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner, as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view, and on the said eighth day



of November. The Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties, said Commissioners then proceeded to consider, and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners, did then, and there adjudge that common convenience, and necessity, require that the prayer of said petition should be granted, and no persons, or corporations, having appeared to object thereto, said Commissioners, did then, and there proceed to discontinue the following described part of said old road, to wit: all that part thereof lying southerly of the aforesaid new location, and between the westerly terminus thereof and the Easterly side of the Easterly abutment of the large bridge. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, who expressed a desire to be heard thereon, consider, and adjudge, that the sum of Two hundred dollars, be paid to James Keenan (\$200.00) All in full compensation for all damages he will sustain, in consequence of the discontinuance of said old highway. No other persons, or corporations, in the opinion of the Commissioners, being entitled to damages none are awarded.

Wm M. Lewis } County  
 G. R. Tyness }  
 J. S. Keenan } Commissioners

All of which by the report of said Commissioners, filed among the proceedings on the aforesaid petition, fully appears. And now the said report, being read, and considered, is accepted, and it is ordered that said highway be discontinued.



October Meeting 1871

To the County Commissioners of the County of Hampden  
Represent the subscribers inhabitants of Southwick, and  
Westfield in said County, that the public convenience and necessity require that a new highway should be laid out in said Southwick, Southwick  
and Westfield, beginning near the house of Nathaniel A. Boyington, in Southwick, running Northwesterly, near the house of Noah Kellogg, thence Northwesterly, to intersect Silver Street in Westfield, near the house of Lucius F. Thayer.  
Wherefore your petitioners pray that you will view, and locate said highway, and as in duty bound will ever pray.

Southwick September 15<sup>th</sup> 1871.

Joseph W. Rockwell, and others

The foregoing petition was entered, at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of June, in the year of Our Lord 1871, and was continued to this meeting. When the Commissioners, deeming a view of the premises expedient, appointed Wednesday, the eighth day of November, then next, and ten o'clock in the forenoon, at Curtis Hotel, in Southwick, as the time, and place, for viewing the premises, and caused a copy of said petition to be served, upon the clerks of the towns of Southwick, and Westfield, being the towns, within which such location of highway is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns, and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively, in the Springfield Daily Union, a newspaper published in said County, said posting, and the last publication of said copy, having been fourteen days at least, before the time appointed, for



said view, and before said view was had, said Commissioners gave notice in like manner as described, in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view.

And on the said eighth day of November, the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties said Commissioners then deferred the further consideration, till the next regular adjourned meeting to be held at Springfield aforesaid, on Tuesday, the twenty first day of said November, and from that time to time to Saturday December the ninth, then next, at which time, the matter was further considered, and after consideration said Commissioners did adjudge that common convenience and necessity does not require that the prayer of the petition should be granted, and that the petition be dismissed.

Wm M. Lewis } County  
G R. Tompkins }  
J C. Loomis } Commissioners

All of which, by the report of said commissioners filed among the proceedings on the aforesaid petition, fully appears, and now the said report being read, and considered, is accepted, and the petition is ordered to be dismissed.

Benj B. Trask et al  
Highway repaired accepted

The highway located, and ordered repaired, upon petition of Benj B. Trask and others in West Springfield, is now accepted.

Elizabeth A. Adams  
amount paid for Land  
taken for New Court House

It is ordered, that there be paid to Elizabeth A. Adams, for Land taken for a Court House, as follows.

Verdict of Jury.	\$ 16,043.75
Interest from June 6 <sup>th</sup> to Oct 14 <sup>th</sup>	350.28
Costs and fees for Jury	\$ 31.72
	<u>16,425.75</u>



It is ordered, that there be allowed, and paid to the town of West Springfield, towards defraying the charges and expenses of constructing, and repairing a highway in West Springfield, as ordered upon the petition of B. B. Trask, and others, the sum of Six hundred dollars, and that a warrant be drawn upon the County Treasury therefor.

October Meeting 1871

Allowance for construction of highway in West Springfield upon petition of B. B. Trask & als

The County Treasurer is authorized to borrow Ten thousand dollars of Elephant Trask, and to give the note of the County therefor, payable on demand with interest semi annually at the rate of seven per centum.

County Treasurer authorized to borrow of Elephant Trask

It is ordered that the County Treasurer be authorized to borrow Fifty thousand dollars, of the Treasurer of the Commonwealth for the purpose of payment of the debt contracted for the purchase of land for the new Court House, and to give the note of the County therefor, payable on the ninth day of November, A. D. 1881, with interest at the rate of six and one half per cent. per annum, payable semi annually at the office of the said Treasurer of the Commonwealth.

County Treasurer authorized to borrow of the Treasurer of the Commonwealth

It is ordered, that Mr. Wells Bridge Esq. County Treasurer be and he is hereby appointed Agent to sell to the City of Springfield and to make, execute and deliver by deed, with covenants of warranty, for the sum of Two hundred dollars per front foot the following described part of the jail lot, situated in said City, to wit: Beginning at the North Easterly corner of land of the Third Amalgamated Society of Springfield on State St. running thence Easterly by the Easterly line of said Society's lot, about (248) Two hundred and eighteen feet, to a point (50) fifty feet Northerly from the Northerly line of the Morris Estate. Thence Easterly parallel with said Northerly line, (115) one hundred and fifteen

County Treasurer appointed <sup>agent</sup> to sell land



feet Northw. then parallel with said first line to the Easterly line of State Street then by said Easterly line of State Street one hundred and fifteen feet (115) to the place of beginning containing about 25,000 square feet of land, subject however to such rights of sewers and aqueducts as other parties may have in said premises.

County Treasurer appointed  
to purchase land for  
New Court House

It is ordered that Mr. Wells Bridge Esq. County Treasurer be appointed Agent of the County to purchase of the City of Springfield the Real Estate situate on the Northw. side of West State Street in said Springfield, known as the School House property, and bounded Northw. and Easterly by land of the inhabitants of the County of Hampden, Easterly by West State Street and Westw. by a passage way, and to receive a warranty deed thereof in the name of said inhabitants of the County of Hampden.

And it is further ordered that said Mr. Wells Bridge Treasurer as aforesaid, upon receipt of said Deed as aforesaid, pay out of the funds in his hands as Treasurer the sum of Twentysix thousand and five hundred Dollars as the full amount of the consideration for said Deed of said premises.

Martin Nicolson authorized  
to lower sewer

Martin Nicolson is authorized to lower his sewer running from the Hampden House across Court Square to Elm Street, he doing no injury to the trees and putting the grounds in good order. It is understood and agreed that the said Nicolson acquires no rights under this license or under a former license to build said sewer.

Land Damages

The following persons are allowed the sums set against their respective names for damage to land taken for highways amounting to the sum of Two thousand five hundred and three Dollars and eighty four cents and the same are ordered to be paid from the County Treasury.



October Meeting 1871

Petition of James C. Blair and others  
Nelson E. Bliss

180.84

Petition of Holyoke and Haverhill Rail Road Company  
Alexander and Linus Day

1,010.00

370.00

743.00

Willard Ely  
Hens of Melicah Ely

Petition of S. S. Fowler & al  
James Keenan

200.00

\$ 2,503.84

Monday accounts being now presented, are allowed amounting to the sum of Twenty thousand, four hundred and sixty five dollars and fifty, two cents and the same are ordered to be paid from the County Treasury. accounts

Hampden S.D. December 9th 1871

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest, Robert O. Morris Clerk



23rd





December Meeting 1871

Commonwealth of Massachusetts  
Hampden Co.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of December, being the twenty sixth day of said month and by adjournment on the twenty eighth day of said month, in the year of Our Lord, One thousand, eight hundred, and seventy one, and by adjournment on the third, thirteenth, and twentieth days of January, on the tenth, and twenty fourth days of February, and on the ninth day of March, in the year of Our Lord, One thousand, eight hundred, and seventy two.

Present: William M. Lewis Esq. Chairman  
George R. Towneley  
James S. Hornis. } County Commissioners

James S. Hornis Esquire having been declared by the board of examiners elected County Commissioners, for the term of three years and having been duly sworn, appears on the said third day of January, and the board, consisting of William M. Lewis, George R. Towneley, and James S. Hornis, Esquires, proceed to the choice of chairman. The whole number of votes cast is three, of which William M. Lewis Esquire has two, and is chosen chairman of the board, for the year ensuing.

To the Honorable the County Commissioners for the County of Hampden Commonwealth of Massachusetts.

William Patten & al.  
Pet for a Jury  
21

Respectfully represent your petitioners, William Patten, Chauncey L. Coville, Samuel Green and Wilford Eddy, all of Springfield in said County, that the City Council of the City of Springfield, under the provision of an act of the General Court of said Commonwealth, passed in the year 1863, entitled "an act to authorize the City of Springfield to construct certain drains," have constructed a drain



in said City from Garden Brook, in Ferry Street to the Connecticut River. And on the twenty eighth day of October 1867, determined the extent of territory benefited by said drain, and what portion of the expenses thereof should be borne by the said City, and what portion of said expenses should be borne by the owners of real estate within the limits of said territory, and that one third of said expenses to wit the sum of four thousand, five hundred and forty three (\$4543.11) dollars and eleven cents should be borne by the City, and two thirds of said expense to wit the sum of nine thousand, and eighty six dollars, and twenty three cents (\$9086.23) should be borne by the owners of real estate in said territory, as appears by the following order, to wit:

City of Springfield.

In Board of Aldermen, Oct 28th 1867.

Ordered. If the Common Council concur, that the City Council has with the assistance of a competent engineer, and in accordance with the report of the Committee to whom the matter was referred, ascertained and determined, and said City Council does hereby ascertain, and determine, that that portion of the City, situated within the following described boundaries, to wit: Commencing on Main Street at the southerly corner of Commercial Block, so called, and running thence Easterly, by the southerly line of said Commercial Block, and of the buildings standing Easterly thereof, to the southeasterly corner of the wooden building, used as a home, and cement store, thence Easterly, by the Bank wall of the Western Rail Road Company, and by the same line extended to the Easterly side of the Town Brook thence commencing, at the North easterly corner of the cutout, over said Brook, running in a direct line to the West end of the Bank wall of said Rail Road Company on Liberty Street, thence Easterly, on Liberty Street to the Easterly end of said Company's Bank wall, which runs southerly from Liberty Street, and by the same line extended to



December Meeting 1871

a point where it would intersect the line of the  
South side of the Brick shop occupied by the Rosh  
Brothers extended westward thence from the point  
of the intersection of said line easterly by the last  
mentioned line the North side of said shop and  
the same line extended easterly till it intersects  
a line drawn from the Northwesterly angle  
formed by the intersection of Chestnut and Lyman  
Streets to a point on the Northwesterly side of Liberty  
Street forty five feet westerly from the westerly line  
of Chestnut Street thence Northwesterly from said point  
of intersection by the last mentioned line to  
said point on the North side of Liberty Street  
thence Northwesterly in a straight line to a  
point on the North side of Ferry Street  
sixty six feet westerly from the westerly line  
of Chestnut Street measured upon the North  
side of Ferry Street thence Northwesterly in a  
direct line to a point on the Northwesterly side  
of Congress Street one hundred and six feet  
westerly from the West line of Chestnut Street  
measured on the Northwesterly line of Congress  
Street thence Northwesterly to a point on the Nor-  
thwesterly side of Franklin Street one hundred  
twenty four and three tenths feet westerly from  
the West line of Chestnut Street measured on  
the North side of said Franklin Street thence  
Northwesterly to a point on the North side of  
Essex Street twenty five and four tenths feet  
westerly from the West line of Chestnut Street  
thence Northwesterly in a straight line to a  
bar in the ground at the intersection of  
Chestnut and Carver Streets thence westerly  
by the South side of Carver Street to Main  
Street thence Southwesterly by the East side of Main  
Street to the place of beginning is benefited  
by the construction of the Cypress and Ferry  
Street Sewers and that of the expense of  
constructing the same one third part there-  
of to wit: the sum of four thousand five  
hundred and forty three dollars and eleven



(\$4,543.11) cents. shall be borne by the City of Springfield, and two thirds parts thereof, to wit: the sum of nine thousand and eighty six dollars and twenty three cents. (\$9,086.23) shall be borne by the owners of the Real Estate situated within the limits aforesaid, and adjudged, and determined to be levied thereby.

Board of Aldermen.

Oct 28<sup>th</sup> 1867.

Road passed, and sent down for concurrence

Common Council

Oct 28<sup>th</sup> 1867

Road passed in concurrence.

And notice of said determination was first published, on the fourth day of November 1867, and your petitioners were on the twenty eighth day of October, 1867 and ever since have been seized of the following described lands, lying in the territory bounded in the foregoing order, to wit: the said Patten of land bounded north by land of said Covill, and others, East by the East line of said territory South by land formerly of George Stettins, and west by Main Street, the said Covill of land bounded on the north by Green Street, East by land of Smith by land of said Patten and west by Main Street, the said Green of land bounded north by Greenwood Street, East by land of said Eddy, and others, South by lands of said Eddy, B. Fuller, and others, and west by Main Street, the said Eddy of land bounded north by land of said Green, East by land of B. Fuller, South by Franklin Street, and west by Main Street.

Your petitioners are aggrieved at said determination of the City Council, both in respect to the division of the expense of said drain between the City and the owners of the real estate described in said order, and the extent of territory over which the said City Council



December Meeting 1871

have determined to apportion two thirds of the expense  
aforesaid upon the owners of said real estate,  
and the petitioners hereby specify the following  
objections to said determinations to wit: 1<sup>st</sup> The  
petitioners say that more than one third of the  
expense of said drain should be paid by the  
city. The real estate actually benefited by said  
drain is so small in extent and value that  
the assessment of so large a sum as two  
thirds of said expense upon the owners thereof  
would be unjust and oppressive. The greater  
part of said owners are poor laborers who  
from necessity occupy the low lands drained  
by said sewer, and many of said laborers  
are in debt for the cheap tenements owned  
and occupied by them upon said lands  
and are unable to pay a heavy assessment  
upon their homes. 2<sup>nd</sup> Because the said  
drain does not protect from water in sea-  
sons of freshet or at any other time, or  
in any way benefit the above described  
lands. If your petitioners the same should  
not be subject to <sup>an</sup> assessment for two thirds  
of said expense with other lands which  
are benefited by the drain. 3<sup>rd</sup> The lands  
of your petitioners lying in said territory  
west of Garden Brook, and north of Franklin  
Street were never damaged by water in  
times of freshet or at any other time and  
are not and never were benefited by any  
drain constructed by the city. 4<sup>th</sup> Your pet-  
itioners derive no sanitary or other benefit  
from said drain which are not enjoyed  
equally by the owners of lands lying out  
of the limits of said territory. 5<sup>th</sup> That the  
territory described in said order does not  
include certain house lots on Cypress Street  
lands of the Boston and Albany Rail Road  
Company, the territory bounded north by the  
said Rail road, East by Chestnut Street,  
South by Worthington Street, and West by



Main Street, and the meadow lands on each side of Garden Brook, from Carver Street to the Connecticut River, all which are benefited by said drain, if any lands of your petitioners. North of Franklin Street are so benefited. Therefore your petitioners, pursuant to the act aforesaid, hereby apply for a jury, and pray your honorable board, that a jury may be duly summoned, to hear, and determine the matter of complaint herein set forth, and upon a hearing determine what portions of said expenses shall be paid by the City, and whether the said lands of the petitioners are benefited by said drain, and all other matters which may lawfully come before them, and for such further relief as the law provides. Dated at said Springfield, this sixth day of December A.D. 1867.

Wm. Patton & alii

The foregoing petition was presented to the County Commissioners at a meeting held at Springfield within and for said County, on the second Tuesday of April, in the year 1868, at which meeting, to wit: on the fourteenth day of April, a warrant was issued commanding the Sheriff of said County, to summon a jury of twelve men to hear and determine the matters of complaint set forth in said petition, and this petition was continued from meeting to meeting until the April meeting in the year one thousand, eight hundred and sixty nine when a Rescript was received from the Supreme Judicial Court, to wit:

Commonwealth of Massachusetts

Supreme Judicial Court

For the Commonwealth at Boston January Term 1869

In case of William Patton & others vs. the City of Springfield pending in the Superior Court for the County of Hampden. Ordered, That the Clerk of said Court in said County make the following entry under said case in the docket of said Court, viz: Verdict set aside as to the



December Meeting 1871

finding that the lands of the petitioners were more properly included in the district to be assessed. The parties are entitled to a new jury upon that question only, as to the other findings the judgment of the Superior Court accepting the verdict is affirmed. Certificate to be transmitted to the County Commissioners accordingly. By the Court.

January 11<sup>th</sup> 1869. Geo. C. Wilder, Clerk

And this petition was further continued from meeting to meeting, to this meeting, and now by consent of the petitioners the petition is dismissed.

To The County Commissioners of the County of Hampden.

Edward Parsons & all  
Pet for alterations.

The undersigned respectfully represent the county road, or public highway, from the foot of Tathams Hill, so called, in the town of West Springfield, running westerly by the old King Tavern house in Westfield, and westerly by the iron bridge in said Westfield by the Westfield House, by Johnsons wagon factory, over the great river bridge, passing under the Western railroad by the house of Ira Yeomans, easterly by Union Street by the house of Capt Reginald Towler, and by the house of Arthur Dickey, to the Springfield road or highway, is narrow, crooked, sandy, hilly and destitute of safe railing, and almost every rise of the river overflows the road, in several places, making it dangerous to the traveler, at the frog hole bridge is a dangerous place, wherefore your petitioners request your Honorable Board, to view the premises as now as convenient and widen, straighten, haulow, grade or new locate said road, and discontinue such parts of the highway, as may be useless, or make such alterations and improvements, as shall appear to your Honors necessary.

new location  
specific repairs,  
& discontinuance  
of highway, in  
Westfield, & West  
Springfield.

3

Edward Parsons and others

The Commonwealth of Massachusetts

This foregoing petition was entered at a meeting of the County Commissioners holden at Springfield



within, and for said County, on the first Tuesday of October in the year of Our Lord, one thousand eight hundred and fifty eight, at which meeting the Commissioners, having a view of the premises expediently appointed Wednesday, the eleventh day of November, then next, and then recessed in the forenoon, at the house of John Sibley, in West Springfield as the time, and place, for viewing the premises, and caused a copy of said petition to be served upon the Clerks of the towns of West Springfield and Westfield, and the New Haven and Northampton Rail Road Company, being the towns, within which such changes and repairs are prayed for, thirty days at least, before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said towns, and also gave notice to all persons interested, by causing a copy of said petition to be published three weeks successively, in the Westfield Home Letter a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice in like manner as described, in the foregoing notice of the petition to all persons interested, of the time, and place for commencing said view.

And on the said eleventh day of November, the Commissioners met, at the time, and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners, held at Springfield aforesaid on the twenty third of said November, at which meeting said Commissioners proceeded to consider, and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge, that Common Convenience and necessity require that the prayer of the



December Meeting 1871

petitions should be granted and after adjudicating as aforesaid, said Commissioners appointed Tuesday the fourth day of April A.D. 1871. and soon after in the forenoon, at the house of Oliver Kibbey in said West Springfield, as the time and place when and where they would meet and proceed to locate said alterations and repairs and the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the usual manner as the notice and publication was given and made and as is by law in such cases made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof) on the said fourth day of April, said Commissioners met and proceeded to locate as follows, to wit: Commencing the only change in the location at a stone on the southern side of the road passing the house of James Noble and by land of Roland Williams, south fort West by the center of a large elm tree. Thence running North thirty seven degrees West by land of said Williams and Jason Fox, and partly over the old road, and Charles W. Backus land two hundred and ninety six feet to a stone. The highway for this course and distance is fifty feet wide at the commencement and fifty two feet wide at the end. Thence partly over said Backus land and the old road North forty seven and a half degrees West one hundred and thirty three and a half feet to a stone by land of Charles Kellogg. The highway for this course and distance is fifty two feet wide at the commencement and sixty feet wide at the end. Thence partly over land of said Kellogg and partly over the old road North sixty three and a half degrees West one hundred and sixty feet to a stone on the northern side of the aforesaid road. The highway for the last course and distance is sixty feet wide at the commencement and fifty feet wide at the end. The



lines are run, and the bounds set, on the Eastern side of the road. The highway for the last two courses is to be carved, so as to meet the highway, at either end of the same, in a proper manner, but not so as to lessen the regular width thereof. And now it is ordered, that the town of West Springfield, cause that part of the traveled part of the road, from one elm tree, marked X on the Western side of the road, to another tree marked X1 on said Western side, and near the Eastern end of the railing, near, and a little South East of the rock section, crossing under the B. & N. R.R. to be widened by placing good, sound Chestnut timbers of suitable size, against the trees standing on the Western side, in such manner, as to make a cut, that will hold the earth, and the traveled part of the road, is to be widened Western, as far as the general range of said trees will admit of, and all of said trees are to be preserved for the protection of the bank. And it is further ordered, by the County Commissioners, that the towns of West Springfield and Westfield cause all parts of the highway, described in the foregoing petition, which is not already in good condition, to be put in a thorough state of repair by properly crowning all parts thereof not sandy, and hardening all parts which are sandy, or excessively muddy, and constructing all side ditches, so that no water, shall permanently stand by the side of the road bed, and by thoroughly, and substantially railing, all portions of said described highway, where the public safety renders the same necessary. The County Commissioners, having heard all persons and corporations, interested in relation to damages, who expressed a desire to be heard thereon, considered and adjudged, that the sum of Thirty eight dollars, be paid to Charles Kellogg (\$38.00) and in full compensation for all damage he will sustain, in consequence of the aforesaid location of Highway. Charles D. Southely personally appeared before the Comm-



injuries and relinquished all damages occasioned by said location: and no other persons or corporations in the opinion of the Commissioners being entitled, none are awarded. The <sup>land</sup> ~~workers~~ are allowed until the first day of April A.D. 1872, to remove their timber <sup>land</sup> and fences.

And it is directed by the County Commissioners that the said towns cause the foregoing repairs to be made, and completed to their acceptance, on or before the first day of August, A.D. 1872.

W. M. Lewis	} County
G. R. Townsend	
J. B. Lewis	
	} Commissioners

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears and now the said report, being read and considered is accepted, and the road established as and for a public highway.

To the County Commissioners of the County of Jonathan Ormsley Hampden. Humbly shew the subscribers, citizens of West Springfield, that it is in contemplation now to locate, and construct a new road in said Springfield & West town, in the vicinity of the Railroad and of Springfield the bridge across Connecticut River, and that it is now proper, when providing for the accommodation of the public travel, to and from the courts, and the great market of the County to consider not only the present, but the prospective wants of the people, and inasmuch as the charter of the present monopoly, the Toll Bridge across the river is yet to continue a number of years, we now request you to locate and lay out the highway proposed from a point on the farm of the Boston and Albany Railroad Company in West Springfield, to the East bank of Connecticut River in the city of Springfield and as in



duy. found will ever pray.

West Springfield

Jan 15th 1869

J. O. Mearns & co

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the first Tuesday of October in the year of Our Lord 1868 at which meeting the Commissioners, during a view of the premises exhibited, appointed Tuesday, the twentieth day of April the next, and nine o'clock in the forenoon, at the Court House in Springfield, as the time and place for viewing the premises, and caused a copy of said petition, to be served upon the clerks of the towns of West Springfield, and of the City of Springfield, thirty days at least, before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places, in said town, and city and also gave notice to all persons interested, by causing a copy of said petition to be published, three weeks successively, in the Springfield Daily Republican a newspaper published in said County, said posting, and the last publication of said copy, having been fourteen days at least, before the time appointed for said view, and this petition was continued from meeting to meeting, until this meeting, and now the petition is ordered to be dismissed.

Edward Southworth  
& co Pet for a new  
highway, in Springfield  
& West Springfield

To the Honorable the County Commissioners, of the County of Hampden.

The subscribers, citizens of Springfield and of the County of Hampden humbly shew, that the accommodation of the traveling public requires that communication between the towns in the Western part of the County, and the City of Springfield, should be safe, and free, that travel by the highway, leading from Uxbridge to the Toll Bridge, across Connecticut River, on account of its proximity to the railroad, is often unsafe, and coming by the bridge, by reason of the



December Meeting 1871

great number of trains and of railroad tracks at the East end of the bridge is often attended with great delay, and is at all times dangerous. That the width of the river is less at West Springfield Common than at any place in Springfield north of the Railroad bridge. That by reason of the high river banks, and the absence of railroad tracks a bridge may be constructed at the Common, at much less expense, than would be required elsewhere; and this bridge connecting with a highway leading to the Plainfield road in Springfield, would afford to a very great majority of the people in the Western part of the County the safest and shortest route from their homes to the Springfield Depot, the Courts, and the great market of the County. We therefore pray, that a highway may be laid out, and constructed, from the west bank of the River, and West Springfield Common, across Connecticut River, near the northerly line of Hampden Park to the Plainfield road in Springfield and that your honours will view the premises, and take such action, as the public safety, and convenience requires.

January 29<sup>th</sup> 1869 Edward Southworth and others  
The foregoing petition was entered, at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord, one thousand, eight hundred, and sixty eight. At which meeting the Commissioners during a view of the premises aforesaid, appointed Tuesday, the twentieth day of April, then next, and now next, in the forenoon at the Court House, in Springfield, as the time and place, for viewing the premises, and caused a copy of said petition to be served upon the clerks, of the town of West Springfield, and of the City of Springfield, thirty days at least, before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town and city, and also gave notice to all



persons interested, by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting, and the last publication of said copy, having been fourteen days at least, before the time appointed for said view, and this petition was continued from meeting to meeting, until this meeting, and now the petition is ordered to be dismissed.

George Dwight & al.  
Pet for establishment  
of a house of Reformation  
for Juvenile  
offenders

10

To the Honorable County Commissioners of the County of Hampden.

We the subscribers have respectfully represented that there is urgent need for the establishment within this County of a house of reformation for Juvenile offenders, under the provisions of chapter 208. of the acts of the year A.D. 1865, and request your honorable body to give the matter our early consideration.

Springfield March 24<sup>th</sup> 1869. Geo. Dwight & al.  
This petition was entered at the December meeting, one thousand, eight hundred and sixty eight, and was continued from meeting to meeting to the present meeting, and now the said petition is ordered to be dismissed.

Elisha Conner & al.  
Pet for new highway  
& discontinuance of  
highway in Wilbraham  
Memorial to Palmer.

121

To the Honorable Board of County Commissioners, within and for the County of Hampden.

Respectfully represent the undersigned that we are legal voters, and tax payers in said County, residents that the road leading from Palmer Depot to Cellars Depot in Wilbraham, in said County, is fully hard to be kept in repair, and is inconvenient for travelers, at all times of the year in some parts thereof. That the public good and convenience requires that the hill road between the house of Isaac Bishop in said Wilbraham, and the farm of Ben St. Johnson in Monson, in said County, on line of said road, be discontinued, and a new Road be laid, and built, passing from said Bishop's house to said Johnson's farm, south of the present road, and around said Hill. Wherefore



December Meeting 1871

we pray your Honor able body, to view the said premises and take such action as the public good and convenience of travelers over said road may require and demand.

April 12<sup>th</sup> 1869.

Elisha Conover & alii

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the 14<sup>th</sup> Tuesday of June in the year of Our Lord one thousand eight hundred and sixty nine and was continued from meeting to meeting to the meeting of said Commissioners holden on the fourth Tuesday of June in the year of Our Lord one thousand eight hundred and seventy one at which meeting the Commissioners during a view of the premises expedient appointed Tuesday the twelfth day of September then next and were orderd in the forenoon at the Chetiqua House in Palmer as the time and place for running the premises and caused a copy of said petition to be served upon the clerks of the towns of Palmer Wilbraham and Monson being the towns within which such location and discontinuance of highway is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said towns and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view and on the said twelfth day of September the Commissioners met at the time and



place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then, by request of the petitioners, did then and there adjudge that the petition be dismissed.

W. M. Lewis } County  
J. R. Townsend } Commissioners

All of which, by the report of the Commissioners now on file, will more fully appear, and now the said report, being read and considered, is accepted, and now the petition is ordered to be dismissed.

William Thompson,  
Pet for a Jury  
It.

To the Honorable the County Commissioners of the County of Hampden.

Respectfully represents William Thompson, of Palmer, in said County, that he has been and is aggrieved by an order of the Commissioners, in the estimation of his damages occasioned by the laying out of a town way, running from Pleasant Street in said Palmer to the Agricultural Park, in said town, which said order and report was filed and accepted, October 12<sup>th</sup> one thousand, eight hundred and seventy. Wherefore the said William Thompson applies for a jury, to determine the matter of his said damages.

William Thompson  
The foregoing petition was presented to the County Commissioners at a meeting held at Springfield, within and for said County on the fourth Tuesday of December in the year one thousand, eight hundred, and seventy, and was continued to the meeting of said Commissioners, holden on the fourth Tuesday of June, in the year one thousand, eight hundred, and seventy one, at which meeting, it was ordered, that a warrant for a jury be issued, requiring the Sheriff of said County, or his Deputy, to summon a jury, to hear and determine the matter of complaint set forth in said petition and this petition was continued to the



December Meeting 1871

meeting, and now the matter of the foregoing  
petition having been adjusted by the parties the  
petition is dismissed.

To the Honorable County Commissioners of the County  
of Hampden.

The Holyoke Water  
Power Co. Pet to  
estimate damages

Respectfully represent your petitioners  
The Holyoke Water Power Company, a Corporation  
established by the laws of the Commonwealth of  
Massachusetts, and having a usual place of  
business in Holyoke in said County of Hampden,  
that they are the owners of certain land in Holy-  
oke, extending from land of Widdow. Sarah Duggs  
on the South, to a point five hundred feet beyond  
the center of Appleton Street, or called on the North,  
which land lies westwardly of, and in part ad-  
jacent to the contemplated extension of their upper  
Lower Canal. That the Holyoke and Westfield Rail  
Road Company, a Railroad Corporation estab-  
lished by an act of the Legislature of the  
year A.D. one thousand eight hundred, and  
eighty nine, and authorized to take land for,  
and construct a railroad, from said Holyoke,  
to Westfield, in said County, have located their  
road over, and upon the aforesaid land  
of your petitioners, and have taken a portion  
thereof for the purposes of their road, as  
appears by the plan of their location, a  
copy thereof so far as relates to your peti-  
tioners said land showing the situation and  
amount thereof taken, is hereto annexed, and  
made a part of this petition, and appli-  
cation, and your petitioners aver that they  
have been damaged by the location of the  
said road, as aforesaid, and hereby make  
application to your Honorable Board, to estimate  
and determine the amount of damages sus-  
tained by them, by the taking of the land  
aforesaid, in the manner and in accor-  
dance with the provisions of law in such  
cases made, and provided. Dated at



Holgate, this tenth day of January, A.D. 1871.  
 The Holgate Water Power Company,  
 by G. W. M. Bartholomew Clerk.

The foregoing petition was entered at the December meeting, in the year one thousand eight hundred and seventy, when the petitioners appeared by their attorneys Leonard and Wells, and the respondents by their attorneys Veltut and Blume, and this action was continued to the June meeting, and now the petitioners file their motion to amend this petition, which motion is as follows, to wit:

"The Holgate Water Power Company hereby ask leave to amend their application and petition for damages against the Holgate and Westfield Rail Road Company, so as to include the land taken from Appleton and Dwight Estate, in South Holgate taken for Depot purposes, as per plan on file in the office of the Clerk of Courts for said County."

Which amendment was consented to by the respondents, and now the Commissioners return, and file their award which is in words as follows.

"And now upon the foregoing application the County Commissioners having met the parties by appointment at the Court House on Wednesday the fourth day of October, A.D. one thousand eight hundred and seventy one. To wit: the Holgate Water Power Company by their counsel and witnesses, and the Holgate and Westfield Rail Road Company by their counsel and witnesses proceeded to hear upon the matter set forth in said application, and said Commissioners further met the parties by adjournment on the seventeenth, eighteenth, and twenty eighth days of said month and also on the twenty first and twenty fourth days of November and the first day of December, this next ensuing, and after hearing the parties as aforesaid, said Commissioners continued the further consideration thereof to Saturday the second day of said December.



December Meeting 1871

at which time the matter was further considered and after careful consideration do award, and determine that the said Holyoke and Westfield Rail Road Company, shall pay to the Holyoke Water Power Company, the sum of Twenty nine thousand seven hundred dollars. (\$29,700.) the same being in full for all damages and costs occasioned by the taking of land, as set forth in the afore said application and accompanying plan, and also to include all lands taken for Depot purposes between Dwight and Appleton Streets in said Holyoke.

W. M. Lewis. } County  
J. S. Rogers. }  
G. R. Townley } Commissioners

To the County Commissioners for the County of Hampden.

As the Selectmen of the town of Southwick in behalf of the town. Respectfully request your honorable Board that if in your opinion the wants of the public require a road between Southwick and Granville that we petition to your Honorable Board to locate the same on the south side of the brook commencing at or near Hills Corner so called running westerly through the notch near the line of the old survey to near the house of B. C. Dickinson in Granville.

Southwick March 20<sup>th</sup> 1871.

M. A. Moore. } Selectmen  
O. A. Granger. } of Southwick  
Marcus Phelps. }

The foregoing petition was entered at the April meeting of the County Commissioners in the year one thousand eight hundred and seventy one and was continued from meeting to meeting until the present meeting and now the said petition is ordered to be dismissed.

Selectmen of Southwick  
Pet for a new

highway in South-  
wick and Granville

33



J. Hubbard & ali  
 Pet for alterations and  
 specific repairs of  
 highway in Agawam

35

To the County Commissioners of Hampden County.  
 The undersigned inhabitants of Agawam in said  
 County, would respectfully represent that the public  
 convenience and wants requires that the highway lead-  
 ing from Agawam Bridge, direct to the Connecti-  
 cut line, passing Hubbard occurs commonly call-  
 ed the Suffield or Middle road, needs grading,  
 hardening, and widening in many places.  
 Therefore we whose names are hereunto annexed  
 would respectfully pray your Honorable Body, to view  
 said highway, and order such alterations and  
 improvements as you may deem proper.

Agawam March 30 1871

J. L. Hubbard &amp; others.

The foregoing petition was entered at a meeting  
 of the County Commissioners, holden at Springfield  
 within, and for said County on the second  
 Tuesday of April in the year of Our Lord, one  
 thousand, eight hundred and seventy one,  
 at which meeting, the Commissioners during  
 a view of the premises expedient, appointed  
 Tuesday, the thirtieth day of May, then next, and  
 one o'clock in the afternoon, at the Agawam  
 Bridge, in Agawam as the time and place,  
 for viewing the premises, and caused a copy  
 of said petition, to be served upon the clerk  
 of the town of Agawam, giving the town, within  
 which such alterations and improvements are  
 prayed for, thirty days at least, before the time  
 appointed, for said view, and also caused  
 abstracts of said petition containing the sub-  
 stance thereof, to be posted in two public pl-  
 aces, in said town, and also gave notice  
 to all persons interested, by causing a copy  
 of said petition, to be published, three weeks  
 successively, in the Springfield Daily Union,  
 a newspaper published in said County, said  
 posting, and the last publication of said copy  
 having been fourteen days at least before  
 the time appointed for said view, and before  
 said view was had, said Commissioners gave  
 notice in like manner as described in



December Meeting 1871

the foregoing notice of the petition, to all persons interested, of the time and place for communicating said view, and on the said thirtieth day of May, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, and heard the parties, the further consideration thereof was deferred till the next regular adjourned meeting of the Commissioners, held at Springfield aforesaid, on the fifteenth day of June, the next at which meeting, the said Commissioners, proceeded to further continue the consideration thereof to Tuesday, the twenty seventh day of said June, being the next regular meeting of said Commissioners, at which time the prayer of said petition was further considered, and the Commissioners did then adjudge, that, common convenience and necessity, require that the prayer of the petition, should be granted, and after adjudicating as aforesaid, said Commissioners appointed Wednesday, the fifteenth day of November, then next, and ten o'clock in the forenoon, at the Otjawan Bridge in said Otjawan, as the time and place, when and where, they would meet, and proceed to locate said alterations, and repairs, and the said Commissioners, having given notice of the adjudication, and the time and place appointed for the location as aforesaid, in the same manner, as the notice and publication was given and made, and as is by law in such cases made, and provided, before proceeding to view (except publishing an abstract of said petition, instead of a copy thereof,) on the said fifteenth day of November, met, and proceeded to locate repairs, as follows, to wit: and now it is ordered, that the town of Otjawan caused the following described parts of the aforesaid highway to be reconstructed, graded and repaired.



in accordance with the directions hereafter given, to wit: a culvert will be required, in the lowest part of the bed of the road, about one hundred and fifty feet Westing of the house of Robert Ely, and the grade of the wooded part of the road, at said point is to be raised, by filling, at least two feet. The earth for said purpose is to be taken from the next high point, in the road bed, Easting of said fill, and the bed of the road, from a proper distance, in either direction, from the top of the fill, at the aforesaid Culvert, is to be made nearly uniform, and so part of the portion of the road bed, when completed, is to be less than eighteen feet wide, exclusive of the side ditches. The Bailey Hill, so called, is to be graded, as follows, to wit: Commencing at Station No. 1 at grade, at Station 2, fill three feet, at Sta 3, fill three feet, at Sta 4, fill 5.8 feet, at Sta 5, fill 6.6 feet, at Sta 6, fill 6.6 feet, at Sta 7, fill 5.4 feet, at Sta 8, fill 4.5 feet, at Sta 9, fill 3.9 feet, at Sta 10, fill 3.6 feet, at Sta 11, fill 3.2 feet, at Sta 12, fill 2.8 feet, at Sta 13, fill 2.8 feet, at Sta 14, fill 1.7 feet, at Sta 15, cut 1.2 feet, at Sta 16, grade, at Sta 17, cut 2 feet, at Sta 18, cut 2.7 feet, at Sta 19, cut 6.2 feet, at Sta 20, cut 6.6 feet, at Sta 21, cut 7.1 feet, at Sta 22, cut 8 feet, at Sta 23, cut 6.5 feet, at Sta 24, cut 5.4 feet, at Sta 25, cut 3.5 feet, at Sta 26, cut 1.4 feet. And the inclinations of the road bed, when completed, are to be as follows, to wit: From Sta 1, to Sta 9, the grade is not to exceed  $48'$  from Sta 9, to Sta 17,  $5^{\circ}12'$ , from Sta 17, to a point 50 feet Easting of Sta 26,  $5'$  all ascending. The wooded part of the road when finished, is not to be less than eighteen feet in width, within the railing, or exclusion of the ditches; the said described parts of the highway are in all other respects, to be done in accordance with the printed specifications, hereafter given; all other portions of the aforesaid highway are to be put in a thorough state of repair, and so that no part of the road bed, shall be less than sixteen feet in



December Meeting 1871

width, exclusive of the ditches. When the materials within the traveled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy, or clayey character, a top covering of at least 12 inches of good gravel, or some other good material (the best that can be obtained in the vicinity, whether within, or without the location of the road) will be required over the whole width of eighteen feet for the traveled part of the road. When the subsoil is sand, the said traveled part of the road, after being properly graded, must be uniformly covered over its whole width with a coat of loam four inches thick, and afterward, with a top covering of eight inches of good gravel, or some other good material, spread evenly over its whole surface. Said road must be judiciously crowned, from the exterior of the sides of the traveled part thereof to its center, to the height of twelve inches. And the traveled part thereof must be worked to the width of eighteen feet, exclusive of the side slopes, and of the ditches: so that carriages, and teams, may pass with safety and convenience over any and every part of the eighteen feet aforesaid. The said traveled part of the road, must be worked in the center of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turning as gradual and easy, as practicable. In grading the road care must be taken to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road, be allowed of greater magnitude than is now before mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road, of eight



ten feet, as aforesaid, and must be secured by sloping from the exterior line of the traveled part of said road, two and a half feet, at an angle of twenty four degrees, or two and one half feet slope, to one foot rise, to be measured horizontally, with the base, or chord line, of the crown of the road; they must be worked parallel with the center line, of the traveled part of the road, without unnecessary curvatures, in their direction, and must gradually descend, with a smooth even surface, in the direction of the road, towards the point of discharge, in such manner, that no water can permanently stand by the road side. Over swamps, or meadow land, where the road is made by embankment, and is liable from its weight, to settle, or sink through the mud, the side ditch will in no instance be allowed, on the side of hills, where the road is made partly by embankment, and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of interior slope of the ditch, on the uphill side, to the center, and from thence to the exterior, or down hill side, must be made nearly or quite level. All sides of excavations or embankments, where the materials are of a loamy, or cohesive character must be made at an angle not exceeding forty five degrees, where the materials are loose gravel, or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope, to one foot rise. Said roads must be firmly, and substantially railed, where railing is necessary, for the safety and convenience of the traveler, the railing must consist of straight, handsome chestnut poles, not less in any part, than five inches in diameter, and be securely fastened, with iron bolts, to stone or chestnut posts, two feet high, above the face of the road, not less than eight inches



in diameter, and embedded in the earth or embankment, not less than three feet, and not more than twelve feet distant from each other, from center to center. Where the sides of embankments are constructed or secured, with substantial well-laid stone walls, stones two feet high, above the face of the road, and not less than eighteen inches in diameter at their base, may be substituted for the stone posts aforesaid. All joinings or splicings of said railing, must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles or posts, at least one foot in length, in such manner that the chamfered faces will fit and tie close together, with the iron bolt aforesaid, passing directly through the center of said joining or splicing. Or a stone wall, built in a substantial and workmanlike manner, two and a half feet high, above the face of the road, not less than two feet in thickness at its base, and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes, must be worked sufficiently wide to allow the posts which support said railing, to be firmly and permanently placed in the embankment, with the interior or inside thereof, not less than two feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said eighteen feet, for the traveled part of the road. Where the sides of embankments are constructed or secured, with substantial well laid stone walls, instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense, this kind of structure will be required,) said walls must be



battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. the road need be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road. aforesaid with good firm straight stone sides or abutments not less than two feet apart and eighteen inches high and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and the road over said stone ways must be crowned twelve inches in addition. The owners of land over which said road is to cut retain the legal right to construct cattle culverts or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the traveler. In grading the road aforesaid care must be used in front of any dwelling house or other building where an excavation is required to leave the side bank thereof nearest said building in the best shape for placing in a bank wall if the owner of said building shall so elect otherwise as to slope such side bank as to cause the least possible injury to said building or the appurtenances thereto: provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose. When in



December Meeting 1871

an embankment is directed in front of a dwelling house, or other building, it must be constructed and sloped on that side of the traveled way nearest said building, in such manner, as to render the road safe, without the aid of railing, (for in such case, no railing can be allowed) and in such manner, as to leave all passage ways, to and from said building as perfect, and as nearly in their present shape, as may be. Trees that have been planted, or sowed, beside the proposed traveled way, by the owners of land over which said location is made, whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road, absolutely require it. And it is further ordered, that all other roads crossing, intersecting, or connecting with the road aforesaid be so raised or lowered, and so widened at the points of their said crossings, intersections, or connections therewith, so as to render them perfectly safe and convenient for the traveler. And it is further ordered, that the grading of the road aforesaid, which is within the town of Agassum, be so worked, as not in any place, to exceed the angle of ascent, or descent, from a horizontal line, herebefore mentioned. The grade pins are all driven down, to near the surface of the earth, and the summits or tops of said pins, are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins, that are at grade, in connection with the line of inclination, represent the face of the traveled part of the road, and the summing of vertical inches, required by this order, is in all cases, to be considered, as placed on, or above, the tops or summits, of said pins, and line. The grade pins that are mentioned in this description, as being numbered, have a



stake driven by the side of turn, bearing the same number, as the side stake opposite said grade pin, and accompanying stake. The advertisement is given in full, and the decimal part of a foot. And said grading is as before given. And it is directed, by the County Commissioners that the town of Eggaran, cause the aforesaid repairing of highway to be completed, in accordance with the foregoing order, and to the acceptance of the County Commissioners, on or before the first day of September, A. D. one thousand eight hundred, and seventy two.

Wm M. Lewis. } County

J. B. Loomis. }

H. R. Townsley. } Commissioners

All of which by the report of said Commissioners, filed among the proceedings on the aforesaid petition, fully appears. And now the said report being read and considered is accepted, and the road established, as, and for a public highway. )

Additional It is ordered, that there be allowed, to William R. Brown here for damage to land, taken for the road, located upon the petition of E. C. Foster and others, in addition to the amount heretofore allowed him, the sum of forty dollars.

Shues of Correction Gideon Wells of West Springfield, Henry M. Mowbray of Springfield, and Charles L. Gardner of Springfield, appointed assessors of the Shues of Correction, for the year ensuing.

County Estimate Estimated Expenses of the County of Hampshire for the year one thousand, eight hundred and seventy two, for which a tax will be required.



December Meeting 1871

For Payment of Juries	9.000.
Services of Jurors	2.000.
Officers of Courts	1.000.
Clerks of County and Special Commissioners	1.700.
Grand Jurors	2.500.
Shriffs Jurors	250.
Sub Commissioners Notices	300.
Barrop of Highways	300.
Construction of Highways and Monuments	1.500.
Inquests	650.
	17.400.

At Jail and House of Correction	
For Provisions	8.000.
Clothing	900.
Food and Lights	1.800.
Beds and Bedding	300.
Salaries of Officers	3.600.
Repairs	1.000.
Instruction	350.
Furniture	600.
Discharged Prisoners	50.
Medicine and Attendance	200.
	16.800.

At Court House	
For Salary of Messenger	700.
Record Books and Stationery	600.
For Library	200.
Repairs	250.
Food and Lights	300.
Clerk of Courts	400.
Salary of Sheriff	1.250.
" " Treasurer	1.000.
Examiners of Accounts	100.
Legal Expenses	100.
Criminal Costs	11.500.
Interest on County Notes	3.950.
At Court House	4.000.
	24.350.

County indebtedness for orders drawn 12.666.16 12.666.16  
on the Treasury



Total Estimate	76,216.16
Deduct Balance in Treasury	26,919.29
Amount called for by Tax	\$44,296.87

Wm M. Lewis } County  
 G. R. Turney }  
 J. B. Lewis } Commissioners

The sum of Eight hundred and sixty seven dollars and twenty cents (\$867.20) is allowed for damage done to ship and other domestic animals by dogs and for services performed under Chapter 130 of the acts of 1867, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said act.

Apportionment of money. The County Commissioners having apportioned  
 to be refunded to be the moneys received under the provisions of  
 refunded to towns under Chapter 130 of the acts of the year one thousand  
 dog tax eight hundred and sixty seven not expended in  
 the payment done by dog order that the same  
 amounting to the sum of Six thousand and  
 thirty eight dollars and fifty cents (\$6,385.50) to be  
 paid to the Treasurers of the City of Springfield and  
 of the several towns of the County in the proportions  
 following, viz:

Aguawam	176.44
Blandford	112.23
Brimfield	111.66
Chester	99.18
Chicopee	449.96
Granville	139.37
Holland	31.84
Holyoke	528.26
Longmeadow	147.73
Ludlow	129.46
Mansion	247.95
Montgomery	56.90
Palmer	327.13
Amount Forward	2574.11



December Meeting 1871

Amount Paid	2,547.11
Russell	70.47
Dorchester	102.31
Springfield	1,796.13
Mand	56.38
Wet	78.30
West Springfield	322.60
Westfield	626.40
Westborough	208.80
	\$6,038.50

The following persons are allowed the sums, set against their names for damages to land, taken for highway amounting to the sum of forty dollars. and the sums are ordered to be paid from the County Treasury.

William R. Brown's heirs on Petition of S. S. Fowler & others \$16.00  
 Mrs. Julia B. Fowler Petition of Joseph Merrick 20.00

Damages account being now presented and allowed, amounting to the sum of Five thousand four hundred and eighty eight dollars and seven cents (\$5,488.07) and the sum are ordered to be paid from the County Treasury.

Hampden ss March 9 1872

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest Robert O. Morris Clerk



250

Q  
L  
R  
a



April Meeting 1872

Commonwealth of Massachusetts  
Hampden S.S.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, being the ninth day of said month and by adjournment, on the thirteenth, twenty seventh, and thirtieth days of said month, on the eleventh and twenty fifth days of May, and on the first, eleventh and twenty second days of June, in the year of Our Lord, One thousand eight hundred and seventy two.

Present William M. Lewis } Chairman  
James S. Loomis } County  
George R. Townsend } Commissioners  
Samuel W. Southworth Special Commissioner

To the County Commissioners, for the County of Hampden Ranford W. Kellogg  
Your Petitioners, inhabitants of the towns of Granville and Southwick respectfully represent that new highway in the public convenience, and wants, require that Southwick and a highway should be laid out and constructed from Granville. Beginning in the town of Granville, (East Parish) near the house of Murray Luttons, thence easterly through the ditch (so called) and intersecting the Loomis Street road in Southwick near the house of John St. Bacon.

Southwick March 18<sup>th</sup> 1864.

R. W. Kellogg and others

The foregoing petition, was introduced at a meeting of the County Commissioners, holden at Springfield, within and for said County on the fourth Tuesday of December, in the year of Our Lord, One thousand eight hundred and sixty six, at which meeting the Commissioners, during a view of the premises expediently appointed Thursday, the twenty ninth day of May, then next, and at ten o'clock in the forenoon, at the house of Dewitt Lombard in Southwick as the time and place for viewing the premises, and caused a copy of said petition to be served upon



the clerk of the town of Southwick, and Granville  
 being the towns, within which such highway is prayed  
 for, thirty days at least before the time appointed for  
 said view: and also caused abstracts of said petition  
 containing the substance thereof to be posted in  
 two public places in Granville and Southwick said  
 towns, and also gave notice to all persons interested  
 by causing a copy of said petition to be publis-  
 hed three weeks successively in the Western Hampshire  
 Times, a newspaper published in said County  
 said posting and the last publication of  
 said copy, having been fourteen days at least  
 before the time appointed for said view and  
 before said view was had, said Commis-  
 sioners gave notice in like manner as de-  
 scribed in the foregoing notice of the petition  
 to all persons interested of the time and place  
 for commencing said view: and on the said  
 twenty ninth day of May, the Commissioners  
 met at the time and place appointed and  
 proceeded to view the premises, and having  
 viewed the same the Commissioners then deter-  
 mined to hear the parties, at the same  
 time of said view and having heard the  
 parties, said Commissioners then continued the  
 further consideration of the same, to the next  
 regular meeting at the Court House in Spring-  
 field, and from time to time to the fifteenth  
 day of December, one thousand, eight hundred,  
 and seventy, at which time the said Commis-  
 sioners proceeded to consider and adjudicate  
 upon the prayer of said petition, and after  
 considering the same said Commissioners did  
 then and there adjudge, that common conve-  
 nience and necessity require that the prayer  
 of the petition should be granted, from a point  
 commencing at or near the humming-  
 bird gutter (so called) thence easterly, to the  
 house of said Isaac Randolph Elkins, one  
 of the County Commissioners having decreed,  
 Albert W. Bagg, Special Commissioner was



April Meeting 1872

was called and acted in his stead.

Phineas Eldman } County  
Wm M. Lewis } Commissioners

all of which by the report of said Commissioners, filed among the proceedings on the aforesaid petition, fully appears, and now the said report being read, and considered was accepted, and this petition was continued from meeting to meeting, until this meeting, and now the said petition is ordered to be dismissed.

To the County Commissioners of the County of R. S. Brown & alii  
Hampden. R. S. Brown & alii

Your petitioners, inhabitants of the towns and new highway  
of Granville, Southwick, and Westfield, in said in Southwick and  
County, would respectfully represent, that the Granville.  
public convenience, and ~~wants~~ require  
that a road, and highway, should be laid  
out and constructed, beginning at some point  
East, and near the house of E. D. Dickinson, in  
the town of Granville, and leading in a North  
Easterly direction, through the notch of the  
mountain, to some convenient point on the  
Loomis Street road in the town of Southwick,  
also, that the public highway, leading from  
East Granville Hill, to Granville Corners in said  
Granville, is narrow, of high grade, and  
inconvenient. Wherefore your petitioners request  
your Honorable Board to view said road, and  
highway, locate, and construct said road and  
make such alterations, and improvements in  
said highway, as shall appear to your honors  
necessary and proper.

Granville Feb 20th 1874 R. S. Brown & alii

The foregoing petition, was entered at a meeting  
of the County Commissioners, holden at Springfield  
within, and for said County on the fourth  
Tuesday of December in the year of our Lord,  
One thousand eight hundred and eighty eight.  
The Commissioners during a view of the



premises expedient. appointed Wednesday the fourteenth  
 day of April, then next, and then elected in the fore-  
 noon at the house of David Hanson in Southwick  
 as the time and place for viewing the premises:  
 and caused a copy of said petition to be ser-  
 ved upon the Clerks of the towns of Southwick  
 and Granville being the towns within which such  
 alterations are prayed for, thirty days at least,  
 before the time appointed for said view: and  
 also caused abstracts of said petitions containing  
 the substance thereof to be posted in two pub-  
 lic places in said towns and also gave notice  
 to all persons interested, by causing a copy of said  
 petitions to be published three weeks successively  
 in the Westfield News Letter, a newspaper published  
 in said County, said posting and the last pub-  
 lication of said copy having been fourteen days  
 at least, before the time appointed for said  
 view and before said view was had, said  
 Commissioners gave notice in like manner  
 as described in the foregoing notice of the peti-  
 tion, to all persons interested, of the time and  
 place for commencing said view and on  
 the said fourteenth day of April, the Commis-  
 sioners met at the time and place appoint-  
 ed, and proceeded to view the premises, and  
 having viewed the same the further consideration  
 thereof was deferred till the next regular meet-  
 ing, at the Court House, on the nineteenth  
 instant, when a further consideration was had,  
 and the case further continued, from time to  
 time, till the first day of June, when the Com-  
 missioners proceeded to consider and adju-  
 cate upon the prayer of said petition, and  
 after considering the same, the Commissioners  
 did then adjudge that common convenience  
 and necessity require that the prayer of the  
 petition be granted.

Wm. M. Lewis, J. County

P. Stearns

Randolph Fitts } Commissioners



April Meeting 1872

and this petition was continued from meeting to meeting, to the December meeting One thousand, eight hundred and seventy, when the Commissioners appointed Monday the seventeenth day of April, then next, and ten o'clock in the forenoon at the house of B. W. Kellogg in said Southwick as the time and place when and where they would meet and proceed to locate all of which by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears, and now the said report being read and considered was accepted, and this petition was continued from meeting to meeting until the meeting, and now the petition is ordered to be dismissed.

To the County Commissioners of the County of Hampden  
The joint petitioners Selectmen of West Springfield  
respectfully represent, that the passage way alteration of highway  
under the Boston and Albany Rail Road at under the tracks  
the southerly end of Chadbourn is narrow and of the Boston and  
insufficient for the accommodation of the pub- Albany Rail Road Co.  
lic travel. We therefore pray your honorable  
Board to view said road, and cause the  
Boston and Albany Rail Road Corporation to  
construct a passage way under their road, of  
the full width of the highway, or to such  
width as you may deem expedient, and to  
make such alteration in the highway, as you  
may deem expedient from said passage way  
to the town of Meriden and Strisington.

A. D. Bagg, } Selectmen  
Charles White } of  
H. A. Sibley } West Springfield

The foregoing petition was introduced at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord One thousand, eight hundred, and eighty-eight. The Commissioners during a view of the premises expedient, appointed Wednesday, the twenty



first day of April. then met and were held in  
 the forenoon, at the Court House in Springfield, as  
 the time and place for viewing the premises, and  
 caused a copy of said petition, to be served upon  
 the Clerk of the town of West Springfield, (and also  
 upon the Boston and Albany Railroad Corporation),  
 lying the town within which such construction  
 and alteration is prayed for, thirty days at least,  
 before the time appointed for said view, and  
 also caused abstracts of said petition contain-  
 ing the substance thereof, to be posted in two  
 public places in said town, and also gave  
 notice to all persons interested, by causing a  
 copy of said petition to be published three weeks  
 successively, in the Springfield Daily Republican  
 a newspaper published in said County, said  
 posting, and the last publication of said copy  
 having been fourteen days at least before the  
 time appointed for said view, and before said view  
 was had said Commissioners gave notice, in like  
 manner as described, in the foregoing notice of  
 the petition, to all persons interested of the time  
 and place for commencing said view, and  
 on the said twenty first day of April, the Comm-  
 issioners met at the time and place app-  
 ointed, and proceeded to view the premises,  
 and having viewed the same, the Comm-  
 issioners then determined to hear the parties at  
 the same time of said view and having  
 heard the parties said Commissioners then  
 continued the further consideration of the same  
 to the next regular meeting at the Court House  
 in Springfield, and from time to time to the  
 fifteenth day of December. And thousand eight hun-  
 dred and twenty eight which time the <sup>said</sup> Commissioners  
 proceeded to consider and adjudicate upon the  
 prayer of said petition and after considering  
 the same, said Commissioners did then and there  
 adjudge that common convenience and ne-  
 cessity require that the prayer of the petition  
 should be granted. Randolph Estlin one of the



April Meeting 1872

County Commissioners, having deceased. Norton  
S. Hubbard Special Commissioner, was called and  
acted in his stead. As by the report in writing of  
said meeting and adjudication on file appears,  
and the petition was continued to the December  
meeting, one thousand, eight hundred, and  
seventy, when the Commissioners appointed  
Wednesday, the twentieth day of April, then next  
and nine o'clock in the forenoon, at the  
Court House, in said Springfield, as the time  
and place when, and where, they would meet,  
and proceed to locate, and this petition was  
continued from meeting to meeting, until  
this meeting, and now the petition is ordered  
to be dismissed.

To the County Commissioners of the County of Hampden, L. C. Kellogg, Pet  
for a private way

Respectfully represents he and design in Southwick.  
that he is a resident and inhabitant of the  
town of Westfield, in said County, and that  
he is the owner of certain Real Estate, in  
Southwick in said County, and that he has  
a dwelling house, on the same, which is loca-  
ted, from any highway, or other way, and  
that his convenience, and necessity require,  
that a private way should be located to the  
same. He therefore prays your honorable body  
to view said premises, and locate a private  
way, for him, his heirs, and assigns, from a  
point on the Common Street Road, in said Sou-  
thwick, between the lands of R. H. Kellogg, and  
Mrs. Mary Ann, Kellogg, to the dwelling house  
aforesaid, of said applicant, and as in duty  
bound, will ever pray.

Westfield July 23rd 1871. L. C. Kellogg  
The foregoing petition was entered at a meeting  
of the County Commissioners, holden at Spring-  
field, within, and for said County, on the fourth  
Tuesday of December in the year of our Lord  
one thousand, eight hundred, and seventy, at



which meeting the County Commissioners, deeming  
 it one of the premises expedient and proper, gave  
 notice, that they would meet for the purpose of con-  
 sidering at the dwelling house of R. M. Sellego, in Southwick  
 on Monday the nineteenth day of April, then next  
 at ten o'clock, A. M. and it is ordered by the  
 County Commissioners, that a copy of said petition  
 be served by the Sheriff of said County, or his  
 Deputy, upon the clerk of the town of Southwick  
 in said County thirty days at least, before the  
 said nineteenth day of April, and that all  
 other persons and corporations interested there-  
 in, be notified, by publishing a copy of said  
 petition, and this order therein once a week,  
 in the Western Hampshire Times, a public news-  
 paper, printed in said County, three weeks  
 successively, the last publication, to be four-  
 teen days at least, before the time of said  
 view. And it is further ordered by the Com-  
 missioners, that copies of said petition, or ab-  
 stracts containing the substance thereof, and this  
 order, be posted, by Sheriff, or Deputy, in two pub-  
 lic places, in the town of Southwick, fourteen days  
 before said nineteenth day of April, and that  
 notice be given, in manner aforesaid, to all  
 persons and corporations interested, that the  
 County Commissioners deem a view of the prem-  
 ises expedient and proper, and that a view  
 of the same be taken by them, at the time  
 and place aforesaid, and the petition was  
 continued from meeting to meeting, until  
 this meeting, and now the petition is ordered  
 to be dismissed.

A. E. Padden & ali  
 Pet for a new  
 highway, and al-  
 locations of a highway  
 in Westfield

18.

To the Honorable, the County Commissioners for  
 the County of Hampshire.

The undersigned citizens of said County,  
 Respectfully represent, that the public convenience  
 and necessity require the location of a high-  
 way in Westfield, in said County, from some  
 point at, or near, the Western termination of



April Meeting 1872

West School Street to some point on the highway  
leading from Westfield Green to Blandford, and  
thence between the houses of Joseph Smith, and  
the watering basin at the foot of the hill near  
the house of W. C. Ford, and that from the Western  
termination thereof the existing highway to the  
house of John A. Mallory in said Westfield, re-  
quire alterations, and should not be less than  
four rods in width. They therefore pray that you  
would proceed to locate such new highway, and  
make alterations in the existing highway, as you  
may think expedient. As will ever pray.

P. Jones & P.

A. E. Belden, & alii

The foregoing petition, was entered at a meet-  
ing of the County Commissioners, holden at  
Springfield, within and for said County, on  
the fourth Tuesday of June, in the year of our  
Lord One thousand, eight hundred, and seventy  
and, at which meeting, the County Commis-  
sioners deeming it a view of the premises exp-  
edient and proper, gave notice that they would  
meet for the purpose of said view, at the  
Wilmarth House, in Westfield, on Thursday the  
fourteenth day of September then next at  
nine o'clock, A. M. and it is ordered by  
the County Commissioners, that a copy of  
said petition be served by the Sheriff of said  
County, or his Deputy, upon the Clerk of  
the Town of Westfield, in said County, thirty  
days at least, before the said fourteenth day  
of September, and that all other persons,  
and corporations interested therein, be noti-  
fied by publishing a copy of said petition,  
and this order thereon, once a week in the  
Western Hampden Times, a public newspaper  
printed in said County, three weeks succe-  
ssively, the last publication to be fourteen days  
at least, before the time of said view. And  
it is further ordered by the Commissioners,  
that copies of said petition, or abstracts, containing



the substance thereof and this order to be posted by said Sheriff or Deputy in two public places in the town of Westfield fourteen days before said fourteenth day of September, and that notice be given in an answer aforesaid to all persons and corporations interested that the County Commissioners deemed a view of the premises expedient and proper and that a view of the same will be taken by them at the time and place aforesaid. And the petition was continued from meeting to meeting until this meeting and now the petition is ordered to be dismissed.

James H. Butler & Co. To the Honorable the Commissioners of the County  
for alteration of of Hampden.

Highway in Springfield Respectfully represent the undersigned citizens  
23 of Springfield that there is in said County a highway leading from Four Corners so called on the Boston Road in Springfield in said County across Putts Bridge so called to Ludlow that said highway near the Indian Orchard Depot crosses the Boston and Albany Rail Road at grade that the public safety and convenience demand that said highway should pass under said Rail Road. Wherefore your petitioners pray your Honorable Body to cause such alterations in said highway as shall make it pass under said Rail Road instead of crossing the same at grade as it now does.

James H. Butler & Co

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the fourth Tuesday of June in the year of Our Lords one thousand eight hundred and seventy one at which meeting the Commissioners deeming a view of the premises expedient appointed Saturday the ninth day of September then next and eight o'clock in the forenoon at the Indian Orchard station in Springfield as the time



April Meeting 1872

and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the City of Springfield being the City within which alterations are prayed for, thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said City and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the ninth day of September the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition should be granted. It is now therefore ordered that notice be given to all persons and corporations interested therein that said Commissioners will meet at the Court House in Springfield on Tuesday the eleventh day of June next at nine o'clock in the forenoon for the purpose of locating said highway as aforesaid by publishing said petition and this order therein in the Springfield Daily Union a public newspaper printed in said



County, three weeks successively, the last publication to be fourteen days at least before the said eleventh day of June. And it is further ordered by the County Commissioners, that the Sheriff of said County, or his Deputy, serve the Clerk of the City of Springfield with a copy of said petition, and this order thirty days at least, and post up abstracts, containing the substance thereof, in two public places in the City of Springfield fourteen days at least before the said fourteenth day of June, at which time the said Commissioners, will proceed to locate as aforesaid, and will hear all persons, and corporations interested therein, who may then, and there desire to be heard, and assess such damages, as in their opinion may be just, and proper, by reason of the location of said road, and now the said petition is ordered to be dismissed.

William H. Brock, et al.  
Pet for new highway  
in Palmer  
3d

To the Honorable the County Commissioners for Hampden County.

The undersigned citizens of Palmer respectfully represent, that the public convenience, and necessity, require the laying out of a new highway, from a point on Thimble Street in Palmer, commencing about eleven rods North of lands of O. H. Lawrence, and thence running South Easterly, to and across School Street, Bridge Street, the old Thimble road to a point on the road leading from Palmer to Brimfield near the house of George P. Blanchard, thereby saving one dangerous railroad crossing, and shortening the distance, also the laying out of another road, leading Easterly from the line above described, and commencing at, or near the East line of A. H. Dwyer farm thence running Easterly, to the old Turnpike road, leading from Palmer old centre to Monson, at a point nearly opposite the Parson & Wade Carpet Company's mill, and pray you to view, and locate said roads, and pass all



April Meeting 1872

necessary orders therefor.

Palmer Dec 1871 - William Holbrook & al.

The foregoing petition was entered, at a meeting of the County Commissioners, holden at Springfield, within and for said County on the fourth Tuesday of December, in the year of Our Lord One thousand, eight hundred, and seventy one, at which meeting the Commissioners during a view of the premises respondent appointed Thursday, the first day of February, then next, and eight o'clock in the forenoon, at the Antique House, in Palmer, as the time and place for viewing the premises, and caused a copy of said petition to be served upon the clerk of the town of Palmer, being the town within which each location of highways is prayed for, thirty days at least before the time appointed for said view, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively, in the Palmer Journal a newspaper published in said County, said posting, and the last publication of said copy, having been fourteen days at least before the time appointed for said view, and before said view was had, said Commissioners gave notice, in like manner, as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view, and on the said first day of February the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same, the Commissioners then determined to hear the parties at the same time of said view, and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition, and after considering



the same said commissioners did then and  
 there adjudge that common convenience and  
 necessity require that the prayer of the petition  
 should be granted. And no persons or corpo-  
 rations having appeared to object thereto. The Com-  
 missioners met on Saturday the twenty sec-  
 ond day of April then next and proceed-  
 ed to locate said highway as follows, to wit:  
 Commencing the location of the first part of  
 the highway at a stone monument on the  
 Eastern side of the Thorndike road at a point  
 fifty seven feet North of a point in range  
 of the North side of the dwelling house of  
 M. W. French then running South thirty one  
 degrees East, eight hundred and eighty two  
 feet over land of Elisha Converse + seven  
 hundred and seventy nine feet over land  
 of M. W. French and Albert Bailey + one hun-  
 dred and thirty feet over land of James  
 B. Allen + thirty six feet over Silver Street +  
 four hundred and twenty four feet over land  
 of A. St. Dewey + thirty three feet over Bridge  
 Street + one hundred and thirty three feet  
 over land of Michael Dockery + sixty six  
 feet over Orion Stettins + one hundred and  
 thirty two feet over land of Ann Conry +  
 four hundred and fifty nine feet over  
 land of A. St. Dewey to a stone monu-  
 ment: only seventeen feet in width of this  
 part of the location is taken from the lands  
 of Michael Dockery, Orion Stettins and Ann  
 Conry the remaining part thereof adjoining  
 their lands is over a dedicated road way.  
 Then South fifty seven and five sixths degrees  
 East, one hundred and eighty two feet to a  
 stone by A. St. Dewey East line the highway  
 for the last course and distance embraces  
 all this land between the line as above and  
 the lands of the Boston and Albany Rail  
 Road Company and is over land of A.  
 St. Dewey. This same course ten hundred



April Meeting 1872

and eighty one feet over Monseigneur A. Park's land +  
four hundred and forty seven feet over Charles  
Bucknidge's land + sixty feet over the old turnpike  
road to a stone on or near the Easterly side  
thence the highway at the commencement of  
this course is seventy feet wide at the commen-  
cement and narrows to fifty feet at the dis-  
tance of one hundred feet from the commen-  
cement. Thence South sixty eight and a half degrees  
East. eleven hundred and fifty three feet over  
William Bucknidge's land + three hundred and  
seventy seven feet over land of Frances A. Strickland +  
six hundred and ten feet over John D. Blanchard's  
land to a stone monument on the North-  
west side of the Palmetto and Brimfield road at  
a point three hundred and thirty five feet  
Easterly of a point in a range of the Easterly  
side of George B. Blanchard's dwelling house. The  
lines are run and the bounds are set on  
the North or left hand side of the  
location which except the parts the width of  
which are otherwise described is fifty feet wide.  
The second part of the location of highway  
commences at a stone monument on the  
Easterly line of St. St. Dupre's land and the  
Northwest line of the foregoing location thence  
running North seventy four degrees East  
eleven hundred and thirty feet to the center of  
a marked Walnut tree. Thence North fifty seven  
and two thirds degrees East four hundred and  
eighty eight feet to a stone on the West side  
of the old turnpike road from Palmetto  
old center to Monseigneur. The lines are run  
and the bounds are set on this part of  
the location on the North side of the high-  
way and the same is fifty feet wide except  
at the commencement which is sixty feet  
wide and narrows to fifty at the distance  
of one hundred and fifty feet thenceforward. The  
location is over land of Mrs. Louisa A. Park.  
And now it is ordered that the said town



of Palawan, namely the road aforesaid, which is within  
 the limits of the said town of Palawan, to be worked, made  
 and completed in the most faithful and workman-  
 like manner, and as follows, to wit: The said road  
 must be thoroughly ploughed, where ploughing is  
 practicable, and be thoroughly cleared of stones, stumps  
 and roots. The top soil, when it is inevitable for  
 making a hard and permanent road, must  
 be removed out of the traveled way, or may be  
 used in substantially, if it be so placed as not  
 to be within twelve inches of the surface of the  
 road when finished. Where the materials within the  
 traveled part of the road are inevitable, for  
 making a hard and durable road, and  
 the subsoil, under the same, is of a loamy,  
 or clayey character, a top covering of at least  
 twelve inches of good gravel, or some other  
 good material, (the best that can be obtained  
 in the vicinity, whether within, or without the  
 location of the road,) will be required over  
 the whole width of twenty four feet, for the  
 traveled part of the road. Where the subsoil  
 is sand, the said traveled part of the road  
 after being properly graded, must be uni-  
 formly covered over its whole width with  
 a coat of loam four inches thick, and  
 afterwards with a top covering of eight  
 inches of good gravel, or some other good  
 material, spread evenly over its whole sur-  
 face. Said road must judiciously crown  
 from the exterior of the sides of the traveled  
 part thereof to its center, to the height of eight  
 inches. And the traveled part thereof  
 must be worked to the width of twenty  
 four feet, exclusive of the side slopes, and  
 of the ditches, so that carriages and teams  
 may pass with safety and convenience  
 over any, and every, part of the twenty  
 four feet aforesaid. The said traveled part  
 of the road, must be worked in the center  
 of, and parallel to the location, without any



April Meeting 1872

regard to the additional widths laid out for materials, in constructing the road, except near its angles, which must be judiciously rounded, so as to render its turning as gradual and easy as practicable. In grading the road, care must be taken to avoid unnecessary undulations, and in no instance, can an angle of ascent, or descent, in the direction of the road, be allowed, of greater magnitude than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the traveled part of the road, of twenty four feet, as aforesaid, and must be made by sloping, from the exterior line, of the traveled part of said road, two and a half feet, at an angle of twenty four degrees, or two and one half feet slope, to one foot rise, to be measured horizontally, with the base or chord line, of the crown of the road. They must be worked parallel with the center line, of the traveled part of the road, without unnecessary curvatures, in their direction, and must gradually descend, with a smooth even surface, in the direction of the road, towards the point of discharge in such manner, that no water, can permanently stand by the road side. Over swamps, or meadow land, where the road is made by cutbanking, and is liable from its weight, to settle, or sink through the mud, the side ditch will in no instance be allowed. On the sides of hills, where the road is made partly by cutbanking, and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch, on the uphill side, to the center, and from thence to the exterior, or downhill side must be made nearly, or quite level. All sides



of excavations, or embankments, where the materials are of a loamy, or adhesive character, must be made at an angle not exceeding forty five degrees where the materials are loose gravel, or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slopes to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveler. The railing must consist of straight, handsome Chestnut poles, not less in any part, than five inches in diameter, and be securely fastened, with iron bolts, to stone, or chestnut posts, two feet high above the face of the road, not less than eight inches in diameter and embedded in the earth, or embankment, not less than three feet, and not more than twelve feet distant from each other, from center to center. Where the sides of embankments are constructed, or secured, with substantial well laid stone walls, stones two feet high above the face of the road, and not less than eighteen inches in diameter at their base, may be substituted for the stone posts aforesaid. All joinings or splittings of said railing must be made on the summit, or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, or posts, at least one foot in length, in such manner, that the chamfered faces will fit, and lie close together, with the iron bolt aforesaid, passing directly through the center of said joining, or splitting. Or, a stone wall built in a substantial and workmanlike manner, two and a half feet high above the face of the road, not less than two feet in thickness at its base, and fifteen inches at its top, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if it is constructed of earth slopes, must be



April Meeting 1872

width sufficiently wide to allow the posts which support said railing to be firmly and permanently placed in the embankments with the interior or inside thereof not less than two feet within the edge of the slope of the embankment and without in any manner obstructing or interfering with said twenty four feet for the traveled part of the road. Where the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (and where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular. The road must be worked to no greater width than twenty four feet on the top or face of the embankment to furnish a firm support to the railing and the twenty feet clear of all obstructions for the traveled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and a crowning of the road of eighteen inches in addition except the span of the arch or arches of a bridge each or each three feet in the clear where it may be covered with good chestnut or white oak three inch planks. Whenever a bridge is covered with plank the top of the plank must be at grade and a stick of chestnut timber ten inches on the bottom and inside and sloping to eight inches on the outside thereof must be firmly imbedded upon each side of the bridge for securing the edge of the plank against any injury from wheels in their passage to



and from said bridge, all bridges must be <sup>at least</sup> thirty feet long, measured at right angles with the direction of the road, and be substantially, and properly suited, to the height of three feet, and to the width of not less than twenty four feet between the railings, clear of all obstructions. <sup>The bridges across the Park and Breckinridge Streets are to be of a capacity of not less than four by six feet in the clear.</sup> All necessary sluiceways, must be made of the same length as the bridge, and be raised in the same manner with good firm, straight, stone sides, or abutments, not less than two feet apart, and twenty inches high, and be covered with the same material with a top covering of not less than twelve inches of good gravel, or some other good material, and the road over said sluiceways, must be raised eighteen inches, in addition. The owner of land, over which, said road is located, retains the legal right, to construct cattle culverts, or farm bridges across, and underneath the road, for their accommodation, and convenience, provided they do not thereby increase the ascent, or descent, on the grading of the road, as hereafter described, and construct said culverts, or bridges, in manner specified, for the bridge and the said culverts when placed in, must forever after, be maintained, by such owners, their heirs, or assigns, in good repair, and in such condition, as to render them safe, and convenient, for the traveler. In grading the road aforesaid, care must be used, in front of any dwelling house, or other building, where an excavation is required, to leave the side bank thereof nearest said building, in the best shape for placing in a bank wall, if the corner of said building, shall so elect, otherwise, as to slope such side bank, as to cause the least possible injury, to said building, or the appurtenances thereto, provided, however, when such passages ways cannot be made, safe and convenient, by sloping as aforesaid, culverts shall be constructed, for that purpose. Whenever



April Meeting 1872

It is ordered, by the County Commissioners, that the branch road shall be constructed, eighteen feet wide, exclusive of the ditches, and to be over all, fifteen inches, with bridges, and culverts, twenty two feet long, and in all other respects, like the main road.

an embankment is required in front of a dwelling house or other building, it must be constructed and sloped on that side of the traveled way, nearest said building, in such manner, as to render the road safe, without the aid of railing, (for in such case no railing can be afforded.) and in such manner, as to leave all fences, or ways, to, and from said building, as per feet, and as nearly in, their present shape, as may be. Trees, that have been planted, where, beside the proposed traveled way, by the owners of land, over which said location is made, whether for the fruits they yield, or the shade, and ornament, they furnish to the farms adjacent, are not to be removed, or injured, unless the construction, and safety of the road, absolutely require it. And it is further ordered, that all other roads crossing, intersecting, or connecting, with the road aforesaid, be so raised or lowered and so widened, at the points of their said crossing, intersections, or connections therewith, as to render them perfectly safe, and convenient for the traveler. And it is further ordered, that the grading of the roads aforesaid, which are within the Town of Palmetto, be so worked, as not in any place, to exceed the angle of ascent, or descent, from a horizontal line, hereafter mentioned. The grade pins, are all placed in the center of the location, are all driven down, to meet the surface of the earth, and the summits or tops of said pins, are the points of admeasurement, for ascertaining the amount of excavation, or embankment. The summits, or tops of those pins, that are at grade, in connection with the line of inclination, represent the base of the traveled part of the road, and the widening of eighteen inches, required by this order, is in all cases, to be considered, as placed on, or above, the tops, or summits of said pins.



And the inclinations on a line. The grade pins that are mentioned in the foregoing part of this description, as being numbered, have a labeled part of the stake driven by the side of them, bearing the same highway when compared, as the side stake, opposite said grade stakes, are to be as pins, on a accompanying stake. The address follows, to wit: The amount is given in feet, and the decimal parts of a foot is to be some of a foot. And said grading is as follows, from station to wit:

Station and the grade		Beginning at Sta 1. at grade	
from station 1. to Sta 2	fill 1.7 feet	24	fill 2.2 feet
11 is not to exceed	3 " 2.5 "	25	" 1.7 "
in any part thereof	4 " .8 "	26	" .9 "
15' descending, and	5 " .9 "	27	" .7 "
from Sta 11 to Sta	6 " .3 "	28	Cut 4.1 "
24 - 15' ascending	7 " grade	29	" 0.1 "
from Sta 24 to Sta	8 Cut 2.2 feet	30	" 3.2 "
32 45' ascending	9 " 1.1 "	31	" 4.1 "
from Sta 32 to Sta	10 " 1.4 "	32	" 5.5 "
35 2" 45' descending	11 " 2.1 "	33	" 3.3 "
from Sta 35 to Sta	12 " 1.9 "	34	fill 2.4 "
45' descending, from	13 " 0.9 "	35	" 2.7 "
Sta 37 to Sta 48 nearly	14 fill 0.8 "	36	" 4.8 "
level.	15 " 1.0 "	37	" 1.2 "
	16 " 0.8 "	38	" 0.3 "
	17 grade	39	" 0.3 "
	18 fill 1.2 "	40	" 0.6 "
	19 Cut 0.1 "	41	" 0.4 "
	20 " 0.3 "	42	" 0.3 "
	21 " 0.3 "	43	" 0.4 "
	22 fill 0.2 "	44	" 0.4 "
	23 " 1.0 "	45	" 1.3 "
		46	" 2.8 "
		47	grade 4.3 "

From Station 48 to Sta 53, 45' ascending, from Sta 53 to Sta 60, 30' descending, from Sta 60 to Sta 64, nearly level, from Sta 64 to Sta 68, 15' ascending, from Sta 68 to Sta 70, 1.30' descending. And the grading of the branch part of the highway, is as follows, to wit: Commencing at the grade of the first described part of the high-



April Meeting 1872

may, at the proper point of connection therewith.  
At Station 1. Cut 3.4 feet. at Sta 2. grade. at Sta 3. fill one  
foot at Sta 4. grade. at Sta 5. grade. at Sta 6. cut  
one foot at Sta 7. grade. at Sta 8. grade. at Sta  
9. grade. at Sta 10. fill 1.3 feet. at Sta 11. cut 2.1 feet  
at Sta 12. grade. at Sta 13. grade. at Sta 14. grade.  
at Sta 15. grade. at Sta 16. grade. And the incli-  
nations are to be as follows, to wit: From the  
point of connection, with the first described part  
of the highway, to Sta 2. the grade is not to  
exceed  $2^{\circ} 45'$ , from Sta 2. to Sta 4. nearly level. from  
Sta 4. to Sta 12.  $2^{\circ} 45'$ . from Sta 12. to Sta 16.  $2^{\circ}$  all  
according, and all grading, is to be uniform  
from Station to Station. The County Commissioners  
having heard all persons and corporations interested  
in relation to damages, who expressed a desire to  
be heard thereon, consider, and adjudge, that  
the sum of Two hundred dollars, be paid to  
James E. Allen (\$200.) and the sum of one hundred  
and ninety dollars, be paid to Michael Dockery  
(\$190.) and the sum of Two hundred and thirty  
dollars, be paid to Orion Blodgett (\$230.) and the  
sum of One hundred and ninety dollars, be  
paid to Ann Corry (\$190.) and the sum of  
Two hundred dollars, be paid to Alonzo A. Dewey  
(\$200.) and the sum of Three hundred and  
twenty dollars, be paid to Mrs Laura Parks (\$320.)  
and the sum of Two hundred dollars, be paid to  
Charles Buckenridge (\$200.) and the sum of Two  
hundred and eighty dollars, be paid to William  
Buckenridge (\$280.) and the sum of One hundred  
and fifty dollars, be paid to Mrs Francis A. Strickland  
(\$150.) and the sum of Two hundred and  
fifty two dollars, be paid to the heirs of  
John W. Blanchard (\$252.) All in full compensa-  
tion for all damages they will sustain in con-  
sequence of the aforesaid location of highways.  
No other persons or corporations, in the opinion  
of the Commissioners, being entitled to damag-  
es, none are awarded. The owners of lands  
are allowed until the tenth day of June, 1872.



1872 to remove their timber trees and fence  
therefrom and it is directed by the County Commis-  
sioners that the town of Palmer cause the forego-  
ing described construction of highway to be com-  
pleted in accordance with the foregoing order and  
to the acceptance of said Commissioners on or before  
the first day of September AD 1872 James B. Brown  
being disqualified to act as County Commissioners on  
account of residence Simon G. Southworth of said  
Commissioners was called and voted in his stead.

William M. Lewis County

Wm. Southworth

Simon G. Southworth

Commissioners

Special Commissioners

All of which by the report of said Commissioners filed  
among the proceedings on the aforesaid petition fully  
appears and now the said report being read and  
considered is accepted and the road established  
as and for a public highway.

Richard Tierney Pet To the County Commissioners for the County of Hampshire  
to be appointed ferryman at the ferry established across the Con-  
necticut River between the towns of Holyoke and  
Chicopee being known as the South Holyoke ferry  
subject to the rules established for said ferry.  
April 9<sup>th</sup> 1872

Richard Tierney

Commonwealth of Massachusetts

Hampden Co. County Commissioners meeting

April 9<sup>th</sup> 1872

The foregoing petition being now presented to the  
Commissioners and it appearing that the said  
Richard Tierney is a suitable person he is ap-  
pointed ferryman at the South Holyoke ferry on  
said river subject to the rules and regulations here-  
before established respecting said ferry and the  
said Tierney presents a bond with sufficient  
surety which is approved by the Commissioners and  
is filed in their office.



April Meeting 1872

Upon the act, in addition to an act, to authorize the establishing of two degrees in the town of West Springfield. It is ordered, that they will meet at the Court House on Saturday, the first day of June next, at nine o'clock in the forenoon, to hear the parties interested, and notice of the same to given by publication in the Springfield Daily Republican, two successive weeks.

In conformity with a resolve of the General Court, passed at their present session, April 12<sup>th</sup> 1872, granting a tax of Forty four thousand, three hundred Dollars (\$44,300) for the County of Hampden the same is apportioned upon the several towns in said County, in manner following.

Amount Brought forward		14,293.81	
Aquinn	812.10	Montgomery	140.77
Blandford	454.80	Palmer	1,256.12
Brimfield	586.75	Russell	249.06
Chaplin	276.46	Southwick	573.92
Chicopee	3,800.86	Springfield	20,747.69
Cranville	454.80	Tolland	249.06
Holland	129.94	Wales	335.69
Holyoke	5,111.12	Westfield	4,039.07
Longmeadow	887.95	West Springfield	1,613.49
Ludlow	422.32	Wilbraham	801.32
Monroe	<u>1,158.66</u>		<u>\$44,300.00</u>
14,293.81			

And warrants have been issued, dated May 25<sup>th</sup> 1872 directed to the Selectmen, or Assessors of the several towns in the County, directing them to assess the same upon the inhabitants of their respective towns, and requiring their collectors, or constables, to collect the same, and pay the same to M. Wells, Bridge, Esq. County Treasurer, or his successor or order, by the last day of August ensuing as the law directs.

Lynman A. Nelson is licensed as a common victualer at the passenger depot of the Vermont Central Rail Road Company at Palmer. May 25<sup>th</sup> 1872  
Lynman A. Nelson  
Licenses as a common victualer



Land Damages  
\$42.50

The following persons are allowed the sums set against their respective claims for damages to land taken for highways, amounting to the sum of Three hundred and forty two dollars and fifty cents and the same are ordered to be paid from the County Treasury.

Petition of Joseph Merrick and others.

Petition of William Holbrook and others  
Oren Stebbins

\$ 112.50

\$ 230.

\$ 342.50

Allowance of account

Whereas according to the tenor of a contract existing between the County Commissioners and Horcross Brothers certain bills in payment for the new Court House are payable upon other days than the regular days of the meeting of the County Commissioners. It is therefore ordered, that upon the direction of one of the board, the Clerk be authorized to put said bills upon the books of the County Treasurer for payment.

\$ 22,456.44

Sundry accounts being now presented are allowed amounting to the sum of Twenty two thousand four hundred and forty one dollars and fourteen cents and the same are ordered to be paid from the County Treasury.

Hampden SS June 22<sup>nd</sup> 1872

judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest Robert O. Morris Clerk pro tempore  
Commonwealth of Massachusetts

Hampden SS

At a meeting of the County Commissioners legal and holden at Springfield within and for the County of Hampden on the fourth Tuesday of June being the twenty fifth day of said month and by adjournment.





HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

*The Commonwealth of Massachusetts*

COUNTY OF HAMPDEN

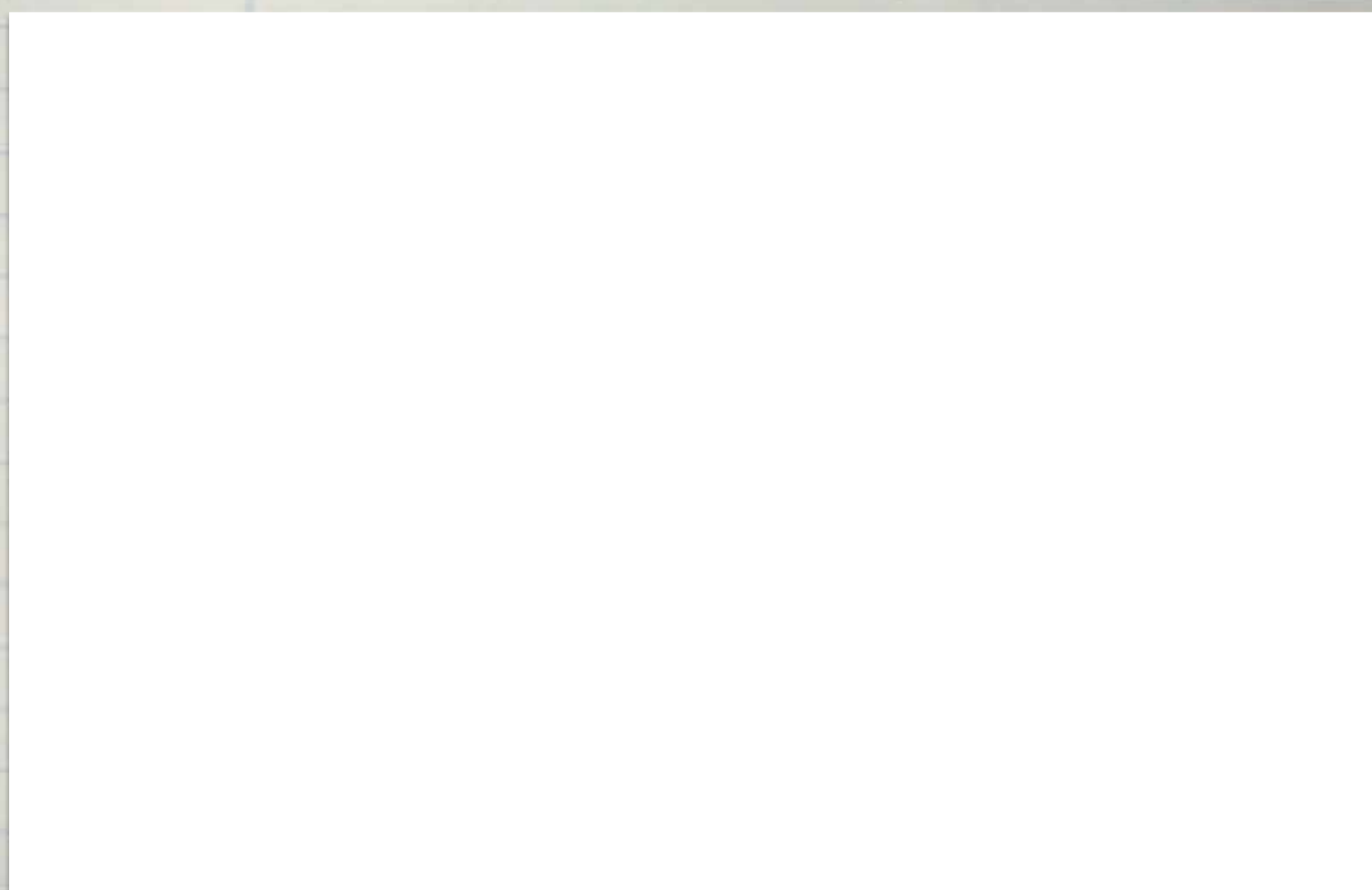
REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*







June Meeting 1872

Commonwealth of Massachusetts

Hampden ss.

At a meeting of the County Commissioners  
begun and holden at Springfield within and for the  
County of Hampden on the fourth Tuesday of June being  
the twenty-fifth day of said month and by adjournment  
on the thirteenth day of July on the tenth twenty fourth  
and twenty sixth days of August and on the fourth  
tenth fourteenth eighteenth twenty fifth twenty eighth  
and thirtieth days of September in the year of our  
Lord one thousand eight hundred and seventy two

Present Wm. M. Lewis Esq. Chairman  
James S. Swornis, County Comm.  
George R. Townsley " "

To the Honorable the County Commissioners of the County of Hampden  
Solomon S. Palmer & al.  
Pet for a jury  
ss.

Respectfully represent your subscribers Solomon  
S. Palmer and Sallie M. Shaw both of New York  
City in the State of New York that they are owners  
in fee of certain real estate in West Springfield in  
the County of Hampden - the share of the said  
Solomon S. being three fourths thereof and of the said  
Sallie M. one fourth thereof - the said property being  
subject to a mortgage to Andrew Mount of New York  
City - that the Town of West Springfield has taken a  
portion of said land under the provisions of law and  
has appropriated said portion as a schoolhouse lot for the  
erection of a schoolhouse thereon that a description of  
said portion so appropriated is as follows - Beginning  
at the stone bound at the angle in water that at the  
division line between Mrs. Maria Fowler and Solomon S.  
Palmer and Sallie M. Shaw and running on said division  
line about North 58° 20' East 175 1/2 feet thence making



a right angle with said divisions line and running about South  $31^{\circ}$   $20'$  East 132 feet thence Making a right angle with said line and running about South  $58^{\circ}$   $40'$  West 151  $\frac{1}{2}$  feet to water street thence running on said street 133  $\frac{3}{4}$  to the place of beginning — that the lot described above has been selected by the selectmen of said town and laid out as a school house lot and the damages therefor appraised by said selectmen

your petitioners further represent that they are aggrieved by said laying out and appraisal and by the amount of damages and they therefore pray that they may have the matter of their complaint tried by a jury

Thomas S. Palmer

Attorney at Law

By Stearns & Knowlton

their atty's

The foregoing petition was <sup>presented</sup> at a meeting of the County Commissioners holden on the first Tuesday of October in the year eight hundred and twenty one at which meeting to wit on the twentieth day of October in the year last aforesaid when it was ordered by said Commissioners that the petitioners cause notice to be given to the inhabitants of said West Springfield of the pendency of said petition by serving the Clerk of said town of West Springfield with an attested copy of said petition and this order thereon seven days at least before the sitting of said Commissioners and at said meeting a warrant was issued commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued from meeting to meeting to the meeting of the County Commissioners holden on the fourth Tuesday of June in the year eight hundred and twenty two where a certificate of the acceptance of the verdict of said jury was received from the Superior Court which certificate is as follows:

Commonwealth of Massachusetts

Hampden Superior Court June Term 1872

To the County Commissioners of the County of Hampden



June Meeting 1872

In the case of Thomas S. Palmer & al  
petitioners for a jury upon which a warrant was ordered  
by said County Commissioners and was issued dated  
October eighteenth eighteen hundred and seventy one  
and it was returned into this Court at the March  
term in the year eighteen hundred and seventy two  
when it was ordered that the verdict be accepted  
said Verdict is as follows

The Jurors empanelled by A. M. Bradley Sheriff of the  
County of Hampden on the twenty first day of October  
A. D. 1871 for the purpose mentioned in the warrant in  
this case issued on the petitions of the said Solomon  
S. Palmer and Sallie M. Shaw against the said  
Inhabitants of West Springfield having been first duly  
sworn and having chosen D. De Forest Douglass Foreman  
by ballot after carefully viewing the premises and fully  
hearing the parties estimate and assess the amount  
of damage sustained by the said petitioners by reason  
of the taking of their land by the said Inhabitants  
of West Springfield for the purpose of a School  
house site situate in the Town of said West  
Springfield in said County we find that the sum  
of Three Thousand eight Hundred and Fifty Dollars  
would be a just and reasonable compensation for the  
damage sustained by the said petitioners by  
reason of the taking of their land as above stated

D. De Forest Douglass Foreman

J. A. Bemis

Lymon Woods

Israel Parker

Lewis A. Worthington

Samuel B. Cook

Wm. Blake Jr

Oliver Hill

A. P. Goomis

Chas. Kendall

D. W. Corwin

Robert C. Morris Clerk



Attest & Enfield  
 R. R. Co. rec. for  
 leave to take land  
 for Depot purposes  
 belonging to Horace Kilbe  
 & al. 17

To the Honorable County Commissioners in and for  
 the County of Hampden respectfully represents the  
 Attest & Enfield Railroad Company that in the  
 construction of their Railroad between Barrett's Junction  
 and Springfield they find it necessary to  
 take land of the following parties viz:

Horace Kilbe of Springfield and your petitioners  
 wish to take lands of said Kilbe outside of five  
 rods in width for construction Depot & Station  
 purposes the entire amount taken being as follows  
 Commencing at the easterly end of the premises  
 by the westerly side of Amory Street: thence S 61°  
 W. through land of said Kilbe fifty feet wide  
 one thousand and seventeen feet measured on the  
 center line of said R. R. Co's Railroad: thence  
 continuing in the same direction through land  
 of said Kilbe three hundred and twenty one feet  
 measured on said center line to land of Elijah  
 Sackett and including all land on the north-  
 lying between said center line and land of  
 the Boston & Albany Railroad Company and  
 all land on the South lying between said center  
 line and a line lying forty five feet distant  
 therefrom at the end of one thousand and  
 seventeen feet and thirty feet distant therefrom  
 at land of said Sackett and containing 1 3/4 Acres  
 Hampden Paint & Chemical Works Henry W.  
 Phelps et al and W. Mattoon, James M. Thompson  
 and said Railroad Company wish to take lands  
 outside of five rods in width of said Phelps &  
 Thompson for construction purposes

Heirs of Festus Sillman. Boston Albany Railroad Co.  
 John Shaw, James R. Child, Asa Fitch, Luther  
 Clark, Abner Lynch, Edward Fitzgerald

All of said Springfield and said Railroad Comp.  
 any have been unable to agree with any of said parties  
 Wherefore they request your honorable board after due  
 notice given to view the premises & award such  
 damages as in your judgment shall be right and  
 proper

Attest & Enfield R. R. Co. By Willis Phelps  
 President



June Meeting 1872

The foregoing petition was entered at this meeting and now said petition is ordered to be dismissed

To the County Commissioners of the County of Hampden  
Respectfully represents your petitioner Horace Tibbe that he  
is a citizen of Springfield and the owner of a large tract  
of land in said City lying west of Factory street and between  
Summer street and the line of the Boston & Albany Rail  
road. That by an act of the Legislature of the Common-  
wealth, approved March 20<sup>th</sup> 1872. The Athol & Enfield  
Rail Road Company was authorized to extend the road from  
its present line through Westchester to Springfield to some  
convenient point on the line of the Boston and Albany  
Rail Road or to the line of the Connecticut River Rail  
Road Company in the City of Springfield. The route  
in said City not being fixed and determined by any  
special act of the Legislature that on the 1<sup>st</sup> day  
of July he applied to the said Athol & Enfield Company  
for a plan of the location of the line of the road over  
the lands of your petitioner taken for the location of  
said road and on the 23<sup>rd</sup> day of said July a  
plan was furnished him which said plan is annexed  
to a petition to your honorable body now on file to which  
your petitioner refers. Your petitioner avers that the location  
made by said Company will greatly and unnecessarily  
damage his said property and asks that the same may  
be changed so as to avoid such damage in whole or in  
part without material detriment to the line of the Rail  
road and without great injury to other parties.  
Wherefore your petitioner prays that after due notice and  
hearing thereon the said location may be changed accordingly.  
Springfield August 17<sup>th</sup> 1872

Horace Tibbe

The foregoing petition was entered at this meeting where  
the Commissioners during a view of the premises specified  
appointed Wednesday the fourth day of September then  
past and nine o'clock in the forenoon at the Court  
House in Springfield in said County at the time and  
place for viewing the premises and that the petitioners notify  
the said Athol and Enfield Rail Road Company of the

Horace Tibbe pet.  
for change of location  
of the Athol & Enfield  
Rail Road  
51



of the time & place of said meeting by causing them to be served with an attested copy of said petition and order fourteen days at least before said fourth day of September that they may then and there show cause why the prayer of said petition should not be granted And now it is ordered that said petition be dismissed

County Treasurer

Authorized to borrow

Ordered that Mr. Wells Bridge Treasurer of Hampden County be authorized to borrow for and in behalf of said County of the Springfield Institution for Savings the sum of Fifty thousand Dollars (\$50,000) and to make & execute and deliver a note for that amount payable to said Institution twenty years after date with interest semi annually at the rate of seven per centum per annum

Land Damages

Ordered that the sum of one thousand dollars be paid out of the County Treasury to Elisha Conner for damages occasioned by the location of a highway in Palmer upon the petition of William Holbrook & others

Land Damages

The following persons are allowed the sums set against their respective names for damages to lands taken for highways amounting to the sum of nineteen thousand and eighty two Dollars and the same is ordered to be paid from the County Treasury

Philon & William Holbrook & als

Jamus G. Allen	200.00
Michael Dickey	120.00
Amos Berry	120.00
George A. Dewey	200.00
Charles Breckenridge	200.00
Sarah A. Peck	300.00
William Breckenridge	250.00
Mrs Francis A. Stickland	150.00
Heirs of John D. Blanchard	200.00



June Meeting 1872

Charles Kellogg is allowed the sum of thirty eight for damages to land taken for highway upon the petition of Edward Dunsenval and the same is ordered to be paid from the County Treasury

Dunby accounts being now presented are allowed amounting Accounts to the sum of Forty four thousand six hundred and nineteen dollars and eighteen cents and the same are ordered to be paid from the County Treasury

Hampden 22 September 30<sup>th</sup> 1872

Judgment is entered up according to reports &c and all matters not acted upon are ordered to be continued and this meeting is adjourned without day

Attest Robert O'Mon's Clerk



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

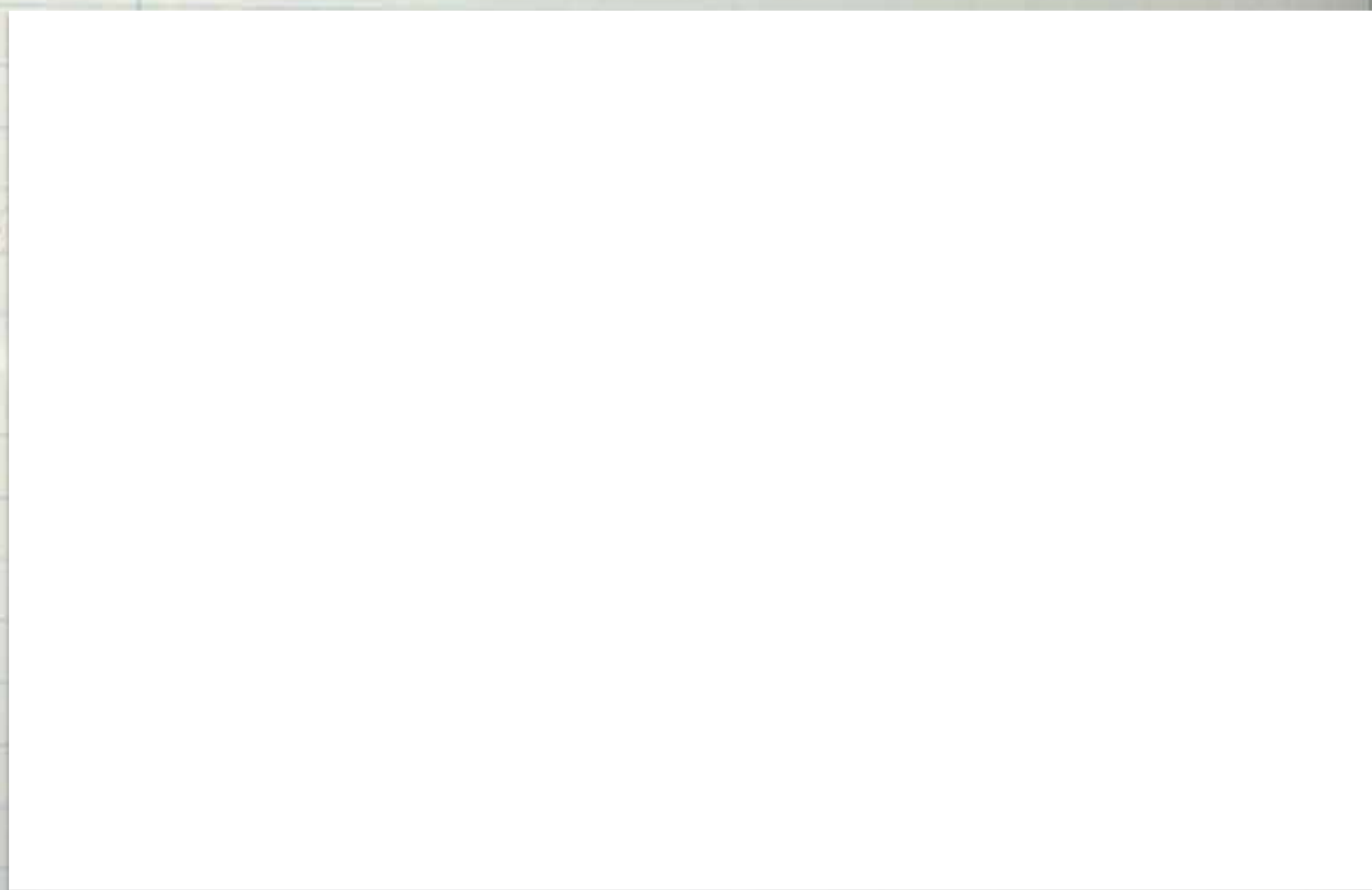
REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*







October Meeting 1872

Commonwealth of Massachusetts

Hampden ss

At a meeting of the County Commissioners begun and held at Springfield within and for the County of Hampden on the first Tuesday of October being the first day of said month and from day to day to the third day of said month and by adjournment on the eighteenth & twenty first days of said month on the sixth seventh & twenty first days of November on the twelfth and twenty first days of December in the year of our Lord one thousand eight hundred and seventy two

Present William M. Lewis Esq. Chairman

" James S. Loomis "

" Geo. R. Grosvenor "

{ County  
Commissioners

To the Honorable County Commissioners for the County of  
Hampden

Eli Smith pet. to  
estimate damages

vs

Ware River & R. Co.  
B.

Respectfully represents Eli Smith of Palmer in  
said County that the Ware River and Road Company a  
rail road Corporation duly established by law has  
occasioned damages to your petitioner by laying out  
making and maintaining its rail road through the  
lands of your petitioner lying in said Palmer Easting  
of the Ware River on the route leading from Thetford  
to Ware which damages have never been paid for by  
said Company. Wherefore your petitioner humbly  
prays your Honorable body to estimate and assess  
said damages and to order said Corporation to construct  
and maintain such embankments drains culverts walls  
fences or other structures as you judge reasonable for the  
security and benefit of your petitioner and to make such  
other orders in the premises as law and equity requires

Eli Smith

By Thomas Kneller his Atty.

The foregoing petition was entered at a meeting of the  
County Commissioners held at Springfield within  
and for said County of Hampden on the fourth  
Tuesday of June in the year of our Lord one thousand



eight hundred and seventy where the commissioners  
 hearing a writ of the premises expedient appointed  
 Thursday the twenty second day of September then met and  
 nine o'clock in the forenoon at the house of Eli Smith  
 in said Palmer as the time and place for viewing  
 the premises and that the petitioners caused a copy of  
 of said petition and of this order thereon to be served  
 upon said Shaw River Rail Road Company thirty days  
 at least before said 22<sup>nd</sup> day of September that they  
 may appear and be heard upon said petition  
 And this petition was continued from meeting to  
 meeting to this meeting and now the petitioners moves  
 for and has leave to amend his petition by inserting  
 therein after the words from "Thondike to Ware" the  
 following "bounded Northerly by land of Lyman P. Snow  
 Westerly by the Ware river Southerly by land of Austin  
 Smith and Easterly by the road leading from Palmer  
 to Ware" And now on the fifteenth day of October  
 eight hundred and seventy two the commissioners  
 file their award to wit: And now upon the forgo-  
 ing petition the county commissioners having caused  
 due notice to be given of the time and place of  
 meeting and the parties to wit the Shaw River Rail  
 Road Company by their counsel and witnesses, and  
 Eli Smith by his counsel and witnesses at the  
 house of Eli Smith in Palmer in said County on  
 the twenty second day of September A.D. 1872 at nine  
 o'clock in the forenoon; and by adjournment from  
 time to time on Monday the fourteenth day of October  
 A.D. 1872 at the Court House in Springfield at which  
 time the parties were fully heard, and after due con-  
 sideration said commissioners award and determine that  
 the said Shaw River Rail Road Company shall pay  
 to the said petitioners as damages sustained by said  
 petitioners by reason of the laying out making and  
 maintaining by said Rail Road Company of their  
 Rail Road through the lands of said petitioners as  
 set forth in said petition the sum of Six thousand  
 and fifty dollars  
 And it is ordered by said County Commissioners  
 that the said Shaw River Rail Road Company



October Meeting 1872

shall construct and maintain under their said Rail Road at the point now occupied by a culvert in lands of said petitioners near the Southly end of the marshy or wet land a cattle pass four and a half feet wide in the clear and of sufficient height for the passage of cattle underneath the tracks of said Rail Road and also to construct and maintain a fence crossing over their said tracks at a point now known as a fence crossing Southly of the culvert aforesaid

William M. Lewis  
Geo. R. Fennelby } County Commissioners  
J. D. Fennelby

To the County Commissioners of the County of Hampden  
Respectfully represent the undersigned that we are  
legally voted and lay prayers in said County resident  
that the Atch and Enfield Rail Road Company  
are shortly to erect passenger and freight depot on  
the line of their road at a point in the town of  
Belchertown in the County of Hampden about half  
way between the villages of Wendell and Duckville  
in Palmer in said County of Hampden and that the  
public good and convenience require that a new high-  
way should be laid out and built in said town of  
Palmer commencing at a point on the road lead-  
ing from said Wendell and Duckville just Eastly  
of the house of Silas Bellis there running in a S<sup>W</sup>  
Wistly direction towards the location of said depot  
on the line of said Atch and Enfield Rail Road so as  
to intersect with a proposed road from said line to  
a point on the highway leading from said Wendell  
to Belchertown at or near the corner of Wesley Cardenbury  
and including a share of the bridge necessary to cross  
the river which divides said Palmer and Belchertown  
Wherefore we pray your honorable body to view said  
premises and locate said road and take such other  
action as the public good and convenience may require  
August 23<sup>rd</sup> 1872

O. B. Smith & others  
pet for a new high-  
way in Palmer  
26

O. B. Smith & others

The foregoing petition was introduced at a meeting of the County



Commissioners holden at Springfield within and for said County on the 15<sup>th</sup> Monday of December in the year of our Lord one thousand eight hundred and twenty one at which meeting the Commissioners during a view of the premises appointed Tuesday the sixteenth day of April three next and nine o'clock in the forenoon at the Rail Road Station in Bondville in Palmer as the time and place for viewing the premises and caused a copy of said petition to be sent upon the Clerk of the Town of Palmer being the town within which such location is proposed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also to give notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Palmer Journal a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the said sixteenth day of April the Commissioners met at the time and place appointed to view the premises and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners held at Springfield aforesaid on the twenty seventh day of April three next at which meeting the parties were heard and after the hearing said Commissioners proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition so far as relates to that part of the highway which is within the limits of the County of Hampshire should be granted and after adjudicating as aforesaid said Commissioners appointed Tuesday the sixteenth day of July three next and nine o'clock in the forenoon at office of the Western Stock Company in said Palmer as the time and place when and where they would meet and proceed to locate said



October Meeting 1872

highway and bridge and the said commissioners having given notice of the adjudication and the time and place appointed for locating in the same manner as the notice and publication was given and made and as is by law in such case made and provided before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said Saturday day of July and and proceeded to locate as follows.

Commencing at a stone monument embedded in the ground by the westerly side of the County Road leading from Duckville to Palmer thence  $N 15^{\circ} E$  two hundred and seven feet passing over land of Asa Canterbury and to the middle of Swift River to a County Road as laid out by the commissioners of Hampshire County that day said road will be fifty feet wide and lie on the southerly side of the line just described. And now it is ordered that the said town of Palmer cause the road aforesaid which is within the limits of the said town of Palmer to be well made and completed in the most faithful and workmanlike manner and as follows to wit. The said road must be thoroughly ploughed when ploughing is practicable and be thoroughly cleared of stones stumps and roots. The top soil where it is unsuitable for making a hard and permanent road must be removed out of the travelled way and be used in embankment if it be so plain as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material the best that can be obtained in the vicinity whether within or without the location of the road will be required over the whole width of 20 feet for the travelled part of the road. Where the subsoil is sand the said travelled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick and afterward with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. The road must be judiciously crowned from the center



of the sides of the travelled part thereof to its center to the height of twelve inches, and the travelled part thereof must be worked to the width of twenty feet exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for materials in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are made must be constructed entirely without the travelled part of the road of 20 feet as aforesaid and must be made sloping from the outer line of the travelled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road they must be worked parallel with the center line of the travelled part of the road without unnecessary curvatures their direction must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road side.

Over swamps or meadows when the road is made by embankment and is liable from its weight to settle or sink through the mud the side ditches will no instance be allowed. On the side of hills when the road is made partly by embankment and partly by excavation the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the uphill side to the center and from thence to the outer or down hill side must be made nearly or quite level. All sides of excavations or embankments when the materials are of a loamy or adhesive character must be made at an angle not



October 17<sup>th</sup> 1872

standing farther apart where the materials are loose  
under a grade the angle must not exceed thirty degrees  
from a horizontal line or two feet slope to one foot rise  
Said road must be firmly and substantially railed where railing  
is necessary for the safety and convenience of the traveller the rail-  
ing must consist of straight hardworn chestnut poles not less  
in any part than five inches in diameter and be securely  
fastened with iron bolts to stone or chestnut posts two feet  
high above the face of the road not less than eight inches  
in diameter and imbedded in the earth or embankment  
not less than three feet and not more than twelve feet  
distant from each other from center to center. When the  
sides of embankments are constructed or secured with subst-  
antial well laid stone walls stones two feet high above  
the face of the road and not less than eighteen inches  
in diameter at their base may be substituted for the  
stone posts aforesaid. All joinings or splicings of said rail-  
ing must be made on the summit or top of some one of the  
stone supports aforesaid by chamfering the joining ends  
of each of said poles or joists at least one foot in length  
in such manner that the chamfered faces will fit  
and lie close together with the iron bolt aforesaid  
passing directly through the center of said joining or splicing.  
Or a stone wall built in a substantial and workmanlike  
manner two and a half feet high above the surface  
of the road not less than two feet in thickness at  
its base and fifteen inches at its top and placed  
on a good bank wall may be substituted for the  
railing aforesaid. In all places where it is necessary  
to have railing the road if constructed of earth slopes  
must be worked sufficiently wide to allow the posts  
which support said railing to be firmly and perman-  
ently placed in the embankment with the interior or  
inside thereof not less than 2 feet within the edge  
of the slope of the embankment and without in any  
manner obstructing or interfering with said 20 feet for  
the travelled part of the road. When the sides of  
embankments are constructed or secured with substan-  
tial well laid stone walls instead of the earth slopes  
before mentioned and where the materials can be  
procured at a reasonable expense this kind of structure



will be required said walls must be hollowed back to under the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular the road must be worked to no greater width than twenty-four feet on the top or face of the embankment to furnish a fair support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid.

All necessary sluiceways must be made of the same length as the bridge and be measured in the same manner with grade from straight stone sides or abutments not less than two feet apart and 18 inches high and be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material and the road over said sluiceways must be covered 12 inches in addition. The owners of lands over which said road is located, retain the legal right to construct Cattle Culverts or farm bridges across and underneath the road for their accommodation and convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described and construct said culverts or bridges in manner prescribed for the bridge and the said culverts when placed in must forever after be maintained by such owners their heirs or assigns in good repair and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid care must be used in front of any dwelling house or other building when an excavation is required to leave the side bank thereof nearest said building in the best shape for placing a bank wall if the owner of said building shall so elect otherwise so to slope such said bank as to cause the least possible injury to said building or the appearance thereof provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid culverts shall be constructed for that purpose.

Whenever an embankment is directed in front of a dwelling house or other building it must be constructed and sloped on that side of the travelled way nearest said building in such a manner as to render the road safe without the aid of railing for in such



October Meeting 1872

case no riding can be allowed and in such manner as to have all passage way to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or made beside the proposed travelled way by the owners of lands over which said location is made whither for the fruit they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections themselves as to under them perfectly safe and convenient for the traveller. And it is further ordered that the grading of the road aforesaid which is within the town of Palmers be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line hereafter mentioned.

And it is further ordered that the said town of Palmers construct so much of the following described bridge across Swift River upon the proposed highway as shall be within the limits of said town to wit:

The foundation for the masonry of the bridge over Swift River must be excavated to a hard gravel or stone bottom and the whole surface dug level before the masonry is commenced or after removing any brush or trees. Loose stones may be piled into the water to a foot below low water mark and after being made two feet larger on each side and end than is required for the masonry, and the surface made smooth by filling in with small stone the masonry may be commenced on that.

The masonry will be first class "rubble work" laid dry with the joints well broken and a least one fourth of the stones laid as headers and reaching into the wall not less than four feet and all laid on the face of the work without.

The top of the masonry will be three feet below the grade of the road and (20) twenty feet long by four (4) feet wide for the abutments and five and one half feet wide for the pier with a batter of one inch to a foot in each side and end.



The Bridge will be of two spans of forty feet each in the clear and fifty five feet length of stringers resting on two wall plates of Chestnut 20 feet long 8" x 8" at each end of each span with a width of roadway of 18 feet in the clear.

The plan will be that known as the "Straining Beam" with the latter in three pieces the center piece (12) feet long and with a rise from the bottom of the stringer to the top of the straining beam of eleven feet with a 1 1/4 inch iron rod passing vertically through each angle of the straining beam and through the stringer. The top of the straining beam which must not come more than 8 inches to the end of the stringer must be gained into the same two inches and secured by a 1 1/4 inch iron bolt there will also be a vertical 1 1/2 inch iron rod at each of the "quarters" and each rod and bolt must be securely fastened at each end with appropriate nuts washers and plates.

There will be diagonal braces from each angle of the straining beam to the bottom of the rod passing through the other angle with an inch bolt through the point of intersection also "quarter braces" at right angles with the straining beam each end of each brace to be gained into stringer and straining beam one inch.

The Stringer Straining Beam and Braces will be of best Sound Southern Pine or Chestnut of the size 12" x 12" 10" x 10" and 8" x 8" respectively.

The Floor Beams will be of Sound Chestnut 20 feet long 6" x 12" and placed not over two feet apart center to center. The whole road way to be covered with sand three inch Chestnut planks sawed of a thickness and well spiked down and each side of roadway to be sheathed up with inch boards four feet high properly supported by Chestnut scantling 3" x 4" each end of the Bridge will be protected from the earth by a light Chestnut planking spiked on to Chestnut sticks six inches thick and placed not more than three feet apart. The frame work and sheathing of the bridge to be covered with three coats of oil and mineral paints with at least a week between each coat.



October Meeting 1872

The entire work to be performed in a thorough and workman like manner. The grade of the aforesaid road when completed is to be level for its whole distance with the center of the present county road at its junction.

The County Commissioners having heard all persons and corporations interested in relation to damages who expressed a wish to be heard thereon considered and adjudged that the sum of twenty five dollars be paid to Asa Conditung \$25.00 as full compensation for all damages he will sustain in consequence of the aforesaid location of highway.

The survey of the lands over which said highway is located is allowed until the tenth day of October A.D. 1872 to remove his trees and fences therefrom.

And it is further ordered that the said Town of Palmer cause the foregoing described highway and bridge to be constructed and completed according to the foregoing directions on or before the first day of January A.D. 1873.

James S. Thomas being disqualified to act as County Commissioner on account of residence Simon G. Southworth Special Commissioner was called and acted in his stead.

Wm. M. Lewis { County

G. R. Townsley { Commissioners

S. G. Southworth { Special Commissioner

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears and now the said report being read and accepted, and the road established as and for a public highway.

To the County Commissioners of the County of Hampden

Humbly shews the subscribers citizens of Westfield in said County that the highway leading from Pine Hill to the house of Frank Atwater is in many places narrow crooked and uncertain in its bounds and in winter is liable to drifts.

We therefore request your body to view the premises and to define the limits of the way and to widen the same to suit the convenience of

George L. Whitman  
et al pet. to widen &  
new locate highway  
in Westfield  
J. S.



the public

Westfield October 23rd 1871

George R. Whitman & others

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lords one thousand eight hundred and seventy one at which meeting the Commissioners during a view of the premises expediently appointed Tuesday the twenty third day of April then met and nine o'clock in the forenoon at the Kilmarth House in Westfield at the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such relocation and alteration of highway is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampden Times a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view.

And on the twenty third day of April the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petitioners



October Meeting 1872

could be granted

George R. Sweeney being unable to act as bounty commissioner Simon H. Southworth Special Commissioner was called and acted in his stead

And as persons or corporations having appeared to object that the bounty commissioner proceeded on the fourteenth day of October there must ensuing to locate said highway as follows to wit

Commencing at a stone monument in the North boundary of the Highway leading to Porters Paper mill and the South boundary of this location and at right angles to the line of the location the Intersection angle being  $25^{\circ} 07'$  and running North fifty six and a quarter degrees West, a distance of two miles and nearly two rods to a stone monument situated about fifteen rods easterly from Abanning Nells Dwelling House and in the North line of the present Highway the North boundary being marked by Stone monuments eighty rods distant from each other thence North seventy two and three quarter degrees West eighty six rods to a stone monument situated about twenty rods Westerly from the Dwelling House of J. Barnes. The above is the description of the North line of the location of Highway which is five rods wide

The foregoing described location of highway is partly over the old road and partly over the following

Abutting to wit: North side - Reuben Noble 28 rods

James Fowler 28 rods William Noble 21 rods New

Benny Ashby 32 rods Sidney Birge 122 rods Dennis

Toby 43 rods Samuel Horton 40 rods Solomon Phelps

24 rods Oliver Mosely 54 rods Town of Westfield 60 rods

J. Dudley 12 rods T. B. Richardson 6.16 rods Town

of Westfield 50 rods A. E. Belden 40 rods Jas. Noble

50.10 rods Abanning Noble 29.20 rods J. Barnes

71 rods South side - Mrs. George Shurtleff 73.10

rods John Crowley 17 rods J. B. Haskell 36.10 rods

Thomas A. Lewis 31 rods J. B. Haskell 32.20 rods

Sidney Birge 100 rods Samuel Horton 108 rods Solomon

Phelps 36 rods George Mosely 26 rods James Holland



20 rods Wm. G. Bates 20.56 rods A. Bliss 27.7 rods  
 Azariah and Oliver Moody 61.18 rods Luther Shuttles  
 51.10 rods Chas. Hurd 78.5 rods Geo. J. Van Dusen  
 42 rods

The County Commissioners having heard all persons  
 and corporations interested in relation to the  
 question of damages who expressed a desire to be heard  
 thereon and all except two of the above named  
 abutments having relinquished all claims to damages the  
 County Commissioners adjudge that no persons or  
 corporations are entitled to damages in consequence of the  
 aforesaid location of highway and none are awarded.

The owners of land over which said highway is  
 located are allowed until the first day of May A.D.  
 1873 to remove their timber fences and trees therefrom.

Wm. A. Jones }  
 G. H. Townsley } County Commissioners  
 J. S. Hornum }

All of which by the report of said Commissioners  
 filed among the proceedings on the aforesaid petition  
 fully appears and now the said report being made and  
 accepted and the road established as and for a  
 public highway.

R. C. Seale  
 pet for a jury  
 do

To the County Commissioners for the County of  
 Hampden

The subscriber represents that the City of  
 Springfield did lay out and alter a certain street  
 in said Springfield known as Main Street and in so  
 doing did take certain lands of given petitioners described  
 as follows a certain parcel of land situated in said  
 Springfield beginning on Main Street on the south  
 westerly corner of land now or formerly of Mrs Joseph  
 Barr and running thence Northwesterly on said land  
 168 feet to the land of W. G. Brooks thence Northwesterly on  
 said Brooks land 37 feet to the line of Main Street thence  
 Southwesterly on Main St 128 feet to a post in an angle  
 of the fence as it then stood when taken by the  
 City thence in a circular by said fence to place of



October Meeting 1872

beginning that said taking of said lands caused great damage to your petitioner and that a certain sum was awarded by said city to him therefor but he is aggrieved by said assessment of damages and applies to you for a jury to be drawn and determine the matter of his complaint

Springfield June 7th 1872

R. C. Searle

The foregoing petition was presented to the County Commissioners at a meeting begun and holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lords one thousand eight hundred and seventy two At which meeting the writ on the eleventh day of June in the year last aforesaid a warrant was issued Commanding the Sheriff of said County to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition and this petition was continued to this meeting when a certificate of the verdict of said jury is received from the Superior Court which certificate is as follows

Commonwealth of Massachusetts  
Superior Court October T. 1872  
Hampden ss  
To the County Commissioners of the County of  
Hampden

The following is a copy of the verdict of the jury called on the application of R. C. Searle returned into Court at this term and the same is now accepted by the Court and ordered to be certified to the County Commissioners

R. C. Searle

vs

City of Springfield

October T. 1872

### Verdict of the Jury

The jurors empanelled by A. W. Bradley Sheriff of the County of Hampden on the fifth day of July A.D. 1872 for the purpose mentioned in the warrant in this case issued on the petition of the said R. C. Searle against the City of Springfield having been first duly sworn and having chosen David Lathrop foreman by ballot after carefully viewing the premises and fully hearing the parties estimate and assess the amount of damages sustained by the said petitioner



by the taking of his said land by said city for the purpose of an addition in Morris street at the sum of one thousand dollars which would be a just and reasonable compensation for the damage occasioned by the taking of his said land

David Hathrop	Freeman	Ebenezer S. Flower
Cyrus A. Worley		John C. Porter
Thomas Russell		Rodney Parsons
Charles E. Murick		Wm. H. Burt
Oliver H. Pease		Josiah Smith
Ebenezer Bagg		Abraham Colton

Attest

Robert C. Morris Clerk

Horace Kibbe pet.  
for change of location  
of Alford and Enfield  
Rail Road Co.  
58

To the County Commissioners of the County of Hampden

Respectfully represent your petitioner Horace Kibbe that he is a citizen of Springfield and the owner of a large tract of land in said city lying West of Factory Street and between Summer Street and the line of the Boston and Albany Rail Road that by an act of the Legislature of the Commonwealth approved March 20, 1872 the Alford and Enfield Rail Road Company was authorized to extend the road from its present line through Belchertown to Springfield to some convenient point on the line of the Boston and Albany Rail Road or to the line of the Connecticut River Rail Road Company in the city of Springfield. The route in said city not being fixed and determined by any special act of the Legislature that on the fourteenth day of September he applied to the said Alford and Enfield Company for a plan of the location of the line of the road over the land of your petitioner taken for the location of said road and on the 17th day of said September a plan was furnished him which said plan is annexed to a petition to your honorable body now on file to which your petitioner refers. Your petitioner avers that the location made by said Company will greatly and



October Meeting 1872

unnecessarily damage his said property and asks that the same may be changed so as to avoid such damage in whole or in part without material detriment to the line of the Rail Road and without great injury to other parties. Wherefore your petitioner prays that after due notice given and hearing thereof the said location may be changed accordingly  
Springfield Sept. 17th 1872

Horace Kilbo

The foregoing petition was introduced at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy two at which meeting the Commissioners appointed a time and place for answer of the premises and directed notice of the same to be given and said petition was continued to this meeting and now it is ordered that said petition be dismissed

Ordered that Mr. Wells Bridge Esquire Treasurer of Hampden County be authorized and empowered to borrow for and in behalf of the County of Hampden of the Springfield Institution for Savings the sum of One Hundred thousand Dollars (\$100,000) and in behalf of said County to make execute and deliver note or notes to that amount payable to said Institution or order in installments of ten thousand Dollars each. The first installment to be payable twenty one years from the first day of January eighteen hundred and seventy three and a like installment on each succeeding first of January thereafter until the whole amount hereby authorized is paid with interest payable semi annually at the rate of seven per centum per annum

Sundry accounts being now presented are allowed amounting to the sum of forty five thousand two hundred and sixty five dollars and fifty five cents and the same are ordered to be paid from the County Treasury

Allowances  
\$5265.55



Camden ss. December 21 1872

judgment is entered up according to reports &c.  
And all matters not acted upon are ordered to be continued  
and this meeting is adjourned without day

Attest Robert Morris Clerk



December Meeting 1872

Commonwealth of Massachusetts

Champlain ss

At a meeting of the County Commissioners begun and holden at Springfield within and for said County of Champlain on the fourth Tuesday of December being the twenty-fourth day of said month and by adjournment on the twenty-eighth day of said month and by adjournment on the sixteenth and eighteenth days of said January by adjournment on the twenty-fourth day of January and by adjournment on the first & fourteenth day of February & by adjournment on the fourth and tenth days of March in the year of our Lord one thousand eight hundred and seventy three

Present William M. Lewis Esq. Chairman  
James S. Loomis } County  
George T. Townshy } Commissioners

William M. Lewis Esquire having been declared by the board of examiners elected County Commissioners for the term of three years and having been duly sworn appears on the said eighth day of January and the board consisting of William M. Lewis George T. Townshy and James S. Loomis Esquires proceed to the choice of Chairman. The whole number of votes cast is three of which William M. Lewis Esquire has two and is chosen Chairman of the board for the year ensuing

To the County Commissioners of the County of Champlain  
Whereas the present road to Longmeadow between the river and Piousie is in the immediate proximity of the rail road rendering it unsafe and dangerous to the most horses upon it, also the nature of the soil is such that it is almost impossible to keep it in repair or passable condition. Also it being a circuitous route the distance being about 1/2<sup>mi</sup> greater than it need be. Therefore we the undersigned residents of Longmeadow & Springfield respectfully petition your Honorable body that a new road be made from the oak tree on the highway near the residence of Col. Lewis Hunt (deceased) Longmeadow in as near a straight line as consistent to the present long hill road in front of

S. W. Worthington & als  
pet. for new highway in  
S. W. Longmeadow



the residence of Mr James Dickinson thence by  
the most feasible route to Main St Springfield  
S. Worthington & als

The foregoing petition was entered at a meeting of the  
County Commissioners holden on the fourth Tuesday of  
April in the year eighteen hundred and sixty nine at which  
meeting the Commissioners during a view of the premises  
expedient and proper gave notice that they will meet for  
the purpose of said view at the Court House in Springfield  
on Friday the sixteenth day of July next at nine  
o'clock A.M. and it was ordered by the County Commis-  
sioners that a copy of said petition be served by the Sheriff  
of said County or his Deputy upon the clerks of the  
town of Longmeadow and the City of Springfield in  
said County thirty days at least before said sixteenth  
day of July and that all other persons and corporations  
interested therein be notified by publishing a copy of said  
petition and this order thereon once a week in the  
Springfield Daily Republican a public newspaper printed in  
said County three weeks successively the last publication to  
be fourteen days at least before the time of said view. And  
it was further ordered by the Commissioners that copies of  
said petition or abstracts containing the substance thereof  
and this order be posted by said Sheriff or Deputy in  
two public places in the town of Longmeadow and City of  
Springfield fourteen days at least before said sixteenth  
day of July and that notice be given in manner aforesaid  
to all persons interested of the time and place of said  
view And on said sixteenth day of July the Commissioners  
met and proceeded to view the premises And this petition  
was continued to the meeting of the Commissioners held  
on the fourth Tuesday of April eighteen hundred and twenty  
where the Commissioners made their report of view  
And this petition was further continued from meeting  
to meeting to this meeting and now it is ordered  
that said petition be dismissed

C. A. Stoddard & als To the County Commissioners of the County of  
Hampden  
Your petitioners inhabitants of the town of  
in Westfield



December Meeting 1871

Westfield would respectfully represent that the public  
convenience and wants require that a road and highway  
should be laid out and constructed from Elm street in  
said Westfield West to the house of Joseph Coburn  
passing by the House of Willcome Morse that the Eastern  
terminus of said highway commences on said Elm street  
between the Boston & Albany Rail Road Depot and Harrison  
and Carpenters brick block and is dangerous in  
consequence of Rail Road crossing a part of the way  
and that the danger from said crossings can be very  
much decreased by relocating the old road for a short  
distance that said contemplated highway leaves the  
present travelled road near the house of John Plater  
& then runs south of said Rail Road to the Western  
terminus aforesaid viz Joseph Coburn - Your petitioners  
therefore pray that your honorable board will view  
said route and locate the same and make such alterations  
& repairs on the old road as may be necessary, and disconti-  
nue such part or parts of the old Pocharick road as  
may be thought wise & expedient and as in duty bound  
will ever pray

Westfield Feb 27<sup>th</sup> 1871

C. A. Stoddard & als

The foregoing petition was entered at a meeting of the  
County Commissioners holden at Springfield within and  
for said County on the fourth Tuesday of December  
in the year of our Lord one thousand eight hundred  
and seventy at which meeting the Commissioners  
appointed a place and time for a view of the premises  
and directed notice of the same to be given and said  
petition was continued from meeting to meeting to this meeting  
and now said petition is ordered to be dismissed.

To the Commissioners of the County of Hampden

Respectfully represent the Mayor and Aldermen of the city  
of Springfield that on the fourth Tuesday of December  
A D 1870 upon the complaint of said Mayor and Aldermen  
after due notice and full hearing of the parties in the  
premises your honorable body adjudged. The dam  
maintained by Samuel Harris upon Garden brook  
situate in Spring Street in said Springfield to be not

Mayor & Aldermen

Compt of Sam S Harris

24



sufficiently strong and substantial to resist the action of the water under any circumstances that may reasonably suppose to exist - and ordered that the said Heavis to make certain alterations in his said dam on or before the first day of July A D 1871 - a copy of which order is hereto annexed. That said order was duly served upon the said Heavis as will appear from the officers return on file in the Clerks office for said County. The said Mayor & Aldermen further represent that the said Heavis has wholly refused and neglected to comply with said order, but hath ever since maintained his dam in the same unsafe and dangerous condition the same was in at the time of the making of said order - and that the streets of said City of Springfield situate immediately below said dam are in imminent danger of sustaining serious damage from the giving away or overflowing of said dam.

Mayor & Aldermen of Springfield

The foregoing Complaint was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the twelfth day of August in the year of our Lord one thousand eight hundred and seventy one. And said Complaint was continued from meeting to meeting to this meeting and now it is ordered that said Complaint be dismissed.

Abiel K. Abbott  
pet for new highway  
in Chester

37

To the Honorable County Commissioners for the County of Hampden and Commonwealth of Massachusetts  
Your undersigned petitioners respectfully represent that public convenience and necessity require a new road - Beginning at the Eastern end of the Bridge near the house of William Fay in Chester in said County thence Northeasterly crossing the Boston and Albany Rail Road past the house of A. K. Abbott connecting with the County Road leading from Chester Center to Middlefield Center near the house of Edward Sampson.  
We therefore pray your Honorable Board to now said route locate and construct a new road as aforesaid.  
Chester Sept 9<sup>th</sup> 1871

Abiel K. Abbott & others



December Meeting 1871

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of October in the year of our Lord one thousand eight hundred and seventy one. At which meeting the Commissioners appointed a time and place to view said premises and caused notice of the same to be given. And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the County Commissioners for the County of Hampden  
The Subscribers represent that the public highway as travelled lying between Rufus Leonard's First Mill and the dwelling house of Patrick Shay in Agawam is crooked and inconvenient and that public convenience and necessity require that said highway shall be straightened and such improvements made therein as shall appear to you to be necessary. They therefore request that you view said highway and make the alterations and improvements above mentioned.

November 1871

Lovatus Rising & others

Lovatus Rising & others  
for alteration of highway in  
Agawam

33

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County of Hampden on the fourth Tuesday of October in the year of our Lord one thousand eight hundred and seventy one. And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed.

To the Honorable Board of County Commissioners  
for the County of Hampden

Gentlemen we the undersigned legal voters of the town of Westfield would respectfully represent that the road called North Elm Street leading from the Boston and Albany Depot North to Clay Hill is called is narrow & unfit for the large amount of business & travel which have to be done on the same we would therefore request your Honorable body to view the same & make such repairs and alterations as you in your judgment may see fit.

Wm. H. Harrison & others

Wm. H. Harrison & others  
for alteration & repairs of  
highway in Westfield

38



The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy one At which meeting the Commissioners appointed a time and place to view the premises and caused notice of the same to be given And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

W<sup>m</sup> H. Harrison & others Pet To the Honorable the County Commissioners of the County of Hampden  
for relocation of highway  
in Westfield

41

The undersigned inhabitants of Westfield in said County respectfully represent that the highway between the Boston & Albany Rail Road and the Bridge near the foot of Clay Hill in said Westfield known as part of North Elm Street is narrow & the limits thereof imperfectly defined They therefore pray that for the purpose of establishing the boundaries of said way or making alterations in the course or width thereof you would locate the same anew in manner prescribed by law June 23<sup>rd</sup> 1872

W<sup>m</sup> H. Harrison & others

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of December in the year of our Lord one thousand eight hundred and seventy one At which meeting the Commissioners during a view of the premises expedient appointed Saturday the twenty seventh day of July then next and nine o'clock in the forenoon at the Foster House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the clerk of the Town of Westfield being the town within which such location of way anew is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampden Times a newspaper



December Meeting 1872

published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on said twenty seventh day of July the Commissioners met at the time and place appointed and proceeded to view the premises and having viewed the same the Commissioners then determined to hear the parties at the same time of said view and having heard the parties said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition and after considering the same said Commissioners did then and there adjudge that common convenience and necessity require that the prayer of the petition aforesaid should be granted. And no persons or corporations having appeared at the time of the view do object thereto the County Commissioners met on Friday the twenty fourth day of January 1873 and proceeded to locate as follows to wit: Commencing at a point forty three feet and nine inches Easterly of the South Easterly corner of the Westerly or new part of Pearson and Carpenters Brick Block in range with the Southerly front: then running North forty eight degrees and thirty five minutes East five hundred and twenty one feet to a point eight feet Westerly of the center of a stone monument on the Southerly side of the Montgomery road and ten feet Northerly of a point in range of the Northerly side of the foundation of V.P. Park's dwelling house and twelve feet Easterly of the range of the Easterly side of the foundation of said dwelling house, Then North <sup>forty</sup> eight and three quarters degrees East two thousand sixteen and a half feet to a point eight feet Westerly of a stone monument: Then same course twenty eight and a half feet to a point in the Westerly line of the highway the foregoing is the description of the Westerly or left line of the highway which is located sixty six feet wide, being an addition to the width of the old road of eight feet upon either side thereof and over the lands of the following persons and town to wit: Upon the left side of the highway



Harrison and Carpenter, J. S. Clark, Mrs. A. S. Foster, L. B. Blood, E. P. Parks, Mrs. Lucy Creamer, G. H. Bush & Co. and upon the right hand side of the same Richards Morrissey Town of Westfield Joseph L. Moody, E. Carpenter, E. P. Parks, Phillip Martin, Henry Sackett, Maria Van Horn, Erastus Collins, J. S. Clark, L. K. Bartlett, Russell Sherman heirs of Alexander Morse, Stephen Root, J. A. Lewis.

The variation of the needle is 7° 15' West

The County Commissioners having heard all parties and corporations interested in relation to the questions of damages who expressed a desire to be heard thereon considered and adjudged that the sum of six hundred dollars be paid to Eliza P. Parks \$600.00 and the sum of two hundred and fifty dollars be paid to E. Carpenter 250.00

and the sum of three hundred and fifty dollars be paid to Joseph L. Moody 350.00

The same being in full for all damages they were entitled to after offsetting benefits in consequence of the said location of Highway. And the County Commissioners further adjudged that no other persons or corporations are entitled to damages in consequence of the benefits to the abutting property occasioned by the widening of the aforesaid highway. The owners of the land over which said highway is located are allowed until the first day of May A.D. 1873 to remove their trees and fences therefrom and the owners of all buildings are allowed until the first day of June A.D. 1874 to remove their buildings from the highway the owners being entitled to damages awarded whenever any of the buildings are removed. And it is ordered by the County Commissioners that the Town of Westfield shall pay or cause to be paid into the County Treasury the sum of fifteen hundred dollars being the amount assessed by said Commissioners upon said Town as a portion of the expenses occasioned by the location and widening of said highway.

Wm. A. Lewis }  
G. J. Townsley } County Commissioners  
J. D. Smith }



December Meeting 1872

All of which by the report of said Commissioners  
has among the proceedings in the aforesaid petition  
fully appears, and now the said report being read  
and accepted and the road established as and for a  
public highway (see annexed location report Book 7 Page 88)

To the County Commissioners of Hampden County

Respectfully represent your petitioner  
Horace Kilbe of Springfield in said County that he is the  
owner of a certain tract or parcel of land situated in  
said Springfield bounded Easterly by Sumner Street Southerly  
by Worthington Street Westerly by land of Elijah Sackett &  
Northerly by the Boston & Albany Rail Road. That the Athol  
and Enfield Rail Road Company a Rail Road Corporation  
established under the laws of this Commonwealth and having  
a usual place of business in said Springfield and being  
authorized to take land for and construct a rail road  
in said City has located its road over and upon the  
aforesaid land of your petitioner and have taken a portion  
thereof for the purpose of their road, the part so taken  
being indicated on the plan of location hereto annexed  
And your petitioner avers that he has been damaged  
by the location of the said road and the taking of his  
land as aforesaid and hereby makes application to your  
Honorable Board to estimate and determine the amount  
of damage sustained by him by the location of the said  
road and the taking of the land aforesaid in the  
manner and in accordance with the provisions of law  
in such case made and provided

Dated at Springfield this 20<sup>th</sup> day of July A.D. 1872

Horace Kilbe

The foregoing petition was entered at a meeting of the  
County Commissioners begun and holden at Springfield within  
and for said County on the fourth Tuesday of June in the  
year of our Lord one thousand eight hundred and seventy two  
At which meeting the Commissioners a time and place to  
hear the parties And this petition was continued from  
meeting to meeting to this meeting and now it is ordered  
that said petition be dismissed

Horace Kilbe put to  
estimate damages  
42



Horace Kibbe pet. for  
security for damages  
43

To the County Commissioners of the County of Hampden  
Your petitioner Horace Kibbe of Springfield Massachusetts  
respectfully represents that he has filed an application in  
due form of law praying your honorable body to estimate  
and determine the amount of damages occasioned to him  
by the location of the road of the Athol and Springfield  
Rail Road Company over and upon your petitioner's land  
and the taking thereof by the said Company for the  
use of their road. And your petitioner humbly requests  
that your honorable body will require the said Rail Road  
Company to give satisfactory security for the payment  
of all damages and costs which may be awarded by your  
honorable body or by a jury for the land and property  
taken as set forth in said petition  
Springfield July 25<sup>th</sup> 1872

Horace Kibbe

By his Atty Leonard & Wells

The foregoing petition was entered at a meeting of the  
County Commissioners begun and holden at Springfield on  
on the second Tuesday of April in the year of our Lord  
one thousand eight hundred and seventy two At which  
meeting the Commissioners appointed a time and place to be  
hear the parties And this petition was continued from  
meeting to meeting to this meeting and now it is ordered that  
said petition be dismissed

Sucien Bacon & als  
pet for new highway  
in Southwick & Granville  
48

To the County Commissioners for the County of  
Hampden

The undersigned Citizens of Southwick and  
Granville represent that the public convenience requires  
that a road be laid out from Southwick to Granville  
commencing at what is known as Hills corner in  
Southwick thence running westerly by the Weatherby  
place thence following on or near the old survey on the  
south side of the brook to near Dickinsons Drum factory  
in Granville crossing said brook at this point thence  
southerly on the west side of said brook to intersect  
the Sodom Mountain road so called in Granville near  
the house of Revil C. Dickinsons and we ask your  
honors to order a new at your convenience as in duty bound  
we will pray  
Sucien Bacon & others



The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy two And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed

To the County Commissioners of the County of Hampden  
The undersigned being of the opinion that it is necessary for the security and convenience of the public that the method of crossing Main Street by the Boston and Albany Railroad in the City of Springfield should be altered so that the travel or a portion of the travel over the highway at said point may pass under said railroads respectfully ask that said alterations may be effected and for such other orders in the premises as may be lawful and proper

Mayor & Aldermen

Mayor & Aldermen of  
Springfield pet for  
alteration of crossing  
B & A R. R. Co Main St

55

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the second Tuesday of April in the year of our Lord one thousand eight hundred and seventy two At which meeting the Commissioners appointed a time and place to view the premises and ordered notice of the same to be published in the Springfield Daily Union And this petition was continued from meeting to meeting to this meeting and now said petition is ordered to be dismissed

To the County Commissioners of the County of Hampden  
The undersigned being of the opinion that it is necessary for the security and convenience of the public that the method of crossing Chestnut Street by the Boston and Albany Railroad in the City of Springfield should be altered so that the travel over the highway at said point may pass under said rail road respectfully ask that said alteration may be effected and for such other orders in the premises as may be lawful and proper

Mayor & Aldermen

Mayor & Aldermen of  
Springfield pet for alteration  
of crossing B & A R. R. Co Chestnut St

56

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the second Tuesday of



April in the year of our Lord one thousand eight hundred and seventy two at which meeting the Commissioners appointed a time and place to view the premises and caused notice of the same to be given And this petition was continued from meeting to meeting to this meeting and now said petition is ordered to be dismissed

Horace Kille pet.  
Re Estimate Damages.

62

To the County Commissioners of Hampden County  
Respectfully represents your petitioner Horace Kille of Springfield that he is the owner of a tract of land situated in Springfield in said County bounded easterly by Aspinway Street southerly by Worthington Street westerly by land of Elijah Sackell and northerly by land of the Boston and Albany Rail Road. That the Attol and Enfield Rail Road Company a Rail Road Corporation established under laws of this Commonwealth and having a usual place of business in said Springfield and being authorized to take land for the purposes of their road in said City has located its road over and upon said land of your petitioner and have taken a portion thereof for the purpose of their road and your petitioner avers that he has been injured by the location of the said road and the taking of his land as aforesaid and humbly makes application to your honorable body to estimate and determine the amount of damages sustained by him by the location of the said road and the taking of the land aforesaid in the manner and in accordance with the provisions of law in such case made and provided

Dated at Springfield twentieth day of November A.D. 1872

Horace Kille

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy two, where the petitioner appeared by his Attorneys Leonard & Kille and the respondents appeared by their Attorneys Stearns and Knoutton And this petition was continued to this meeting and now the petitioner files this motion to amend this petition which motion is as follows to wit:  
Respectfully represent your petitioner Horace Kille of



December Meeting 1872

Springfield that on the day of his filing  
with your honorable body a petition asking the assessment  
of damages occasioned to him by the Athol & Enfield  
Rail Road Company in taking his land situated in the  
City of Springfield for the purpose of their Rail Road  
that since the filing of said petition the said Rail Road  
Company have petitioned for leave to take other land  
for the same purpose not included in said petition  
as appears by their petition now on file - filed December  
28. 1872 to the adjudication upon which your petitioner has  
assented therefore he prays that he may leave to amend  
his petition so as to include said land so petitioned  
to be taken and that your honorable body will include  
in your estimate of damages the damage occasioned  
by the taking of the whole or such part thereof as your  
honorable body may authorize said Company to take  
for the purpose aforesaid under said last named petition.  
Which amendment was consented to by the respondents  
and now the Commissioners return and file their award  
which is in words as follows:

And now upon the foregoing petition the County  
Commissioners having caused due notice to be given to  
the Athol & Enfield Rail Road Company of the time and  
place of meeting and the parties to wit: the Enfield  
and Athol Rail Road Company by their Counsel and  
witnesses and Horace Kibbe by his Counsel and  
witnesses on Thursday the twelfth day of December  
A.D. 1872 at nine o'clock A.M. and by adjournment on  
Friday the twenty seventh and Saturday the twenty eighth  
day of said December at which times the parties were  
fully heard and after duly considering the matter  
said Commissioners estimated and determined that  
the Athol & Enfield Rail Road Company shall pay  
to the said Horace Kibbe the sum of Twenty Thousand  
Two hundred and Fifty dollars and 25 cents the same  
being in full for all damages and costs occasioned by  
the taking of land of said Kibbe by said Rail Road  
Company as set forth in the foregoing petition

Wm. M. Lewis

G. A. Townsley

J. S. Townsley

County Commissioners



Horace Kibbe pet. for  
Security for damages  
63

To the County Commissioners of the County of Hampden.  
Respectfully represent your petitioner Horace Kibbe of  
Springfield that he has filed an application in due  
form of law praying that your honorable body will estimate  
and determine the amount of damages occasioned to  
him by the location of the road of the Athol and Enfield  
Rail Road Company over and upon your petitioner's land  
therein described for the purpose of this road.

And your petitioner hereby request that your honorable  
body will require the said Rail Road Company to  
give security for the payment of all damages and  
costs which may be awarded by your honorable or  
by a jury for the land and property taken as set  
forth in said petition.

Springfield Nov 1872

Horace Kibbe

The foregoing petition was entered at a meeting of the  
County Commissioners begun and holden at said  
Springfield on the first Tuesday of October in the year  
of our Lord one thousand eight hundred and seventy two  
and by adjournment to the seventh day of November in  
the year last aforesaid at which meeting it was ordered  
that the petitioner give notice to the said Athol and  
Enfield Rail Road Company to appear before the said  
County Commissioners at the Court House in Springfield  
on Thursday the twelfth day of December then next at  
nine o'clock A.M. by serving them with an attested  
copy of said petition and of this order fourteen days  
at least before said twelfth day of December that  
they may then and there show cause why the prayer  
of said petition should not be granted. Thereupon the  
Commissioners having heard the parties decree as follows:  
Upon the foregoing request of Horace Kibbe due notice  
having been served upon the Athol and Enfield Rail  
Road Company of the time and place appointed by the  
Commissioners to meet and hear the parties together  
with a copy of the request of the said Kibbe and  
the order of the County Commissioners thereon. The Commis-  
sioners met at the time and place appointed in the  
aforesaid order to wit: at the Court House on Thursday,



December Meeting 1872

the twelfth day of December A.D. 1872 at nine o'clock in the forenoon and by adjournment on Friday and Saturday the twenty seventh and twenty eighth days of said December at which times the parties were heard by their counsel and witnesses. And now after having fully considered the matter the said Commissioners require the Athol and Enfield Rail Road Company to give said Bond with a good and sufficient Bond to the satisfaction of the County Commissioners in the sum of Twenty five thousand dollars for the payment of all damages and costs which may be awarded by them or a jury for the land or property taken.

Wm. H. Lewis

G. N. Townsley  
J. S. Loomis

County Commissioners

And this petition was continued to this meeting and on the eighteenth day of January in the year of our Lord one thousand eight hundred and seventy three the Athol and Enfield Rail Road Company file a bond with sureties as ordered which bond is approved by the County Commissioners.

To the Honorable the County Commissioners of the County of Hampden

Thomas S. B. Spooner the Register of Probate has since 1863 kept a private file of the Republican and of late date other papers published in said County in his office at his own expense and whereas it is of great convenience and almost of necessity that files of all the papers printed in said County should be on file in the Court house for access to parties doing business in the various Courts but more especially in the Probate Court the undersigned request your Honor to authorize the said Spooner to subscribe for the Springfield Republican & Union and all other papers printed in said County and have them bound and kept on file in the Probate office and that the County pay for the papers and bindings  
Sept 25. 1872

H. B. Lewis & others

The foregoing petition was entered at a meeting of the County Commissioners held on the first Tuesday

H. B. Lewis & others  
that files of newspapers be kept  
in Probate office

104



of October eighteen hundred and twenty two And now  
at this meeting the County Commissioners having  
considered the foregoing request order that the same be  
granted and carried into effect on and after January  
1st 1873

(Wm. M. Lewis  
J. K. Townsby } County Commissioners  
J. S. Jones }

Charles C. Moow pet To the Honorable the County Commissioners within and  
for assessment of damages for the County of Hampden.

Respectfully represents Charles C.  
Moow of Ludlow in said County that the Atlantic & Pacific  
Rail Road Company a corporation duly established by  
law in this Commonwealth has occasioned damage  
to your petitioner by locating and constructing its  
Railroad through the lands of your petitioner situated  
in said Ludlow and bounded and described as  
follows to wit: Beginning on the Chicopee River at  
the Belchertown line then running westerly along said  
river to land of Pliny Wright thence Westerly by  
said Wright thence Northwesterly by said Wright thence  
Easterly by said Wright to land of Oliver Whitney thence  
Northwesterly by land of said Whitney to land of Pliny  
Wright thence Easterly by land of said Wright Gordon  
Woods and Louis Woods thence Northwesterly by said  
Louis Woods thence Easterly by said Louis Woods thence  
Southwesterly by land of said Louis Woods to land of  
Cluster Paine and singly Paine thence by said Paine's  
land to the town line between Ludlow and Belchertown  
then Southwesterly along said line to the first mentioned  
bound containing one hundred and sixty five (165) Acre  
of land more or less. Which said damages have never  
been paid or satisfied and your petitioner has been  
unable to agree with said Corporation in regard to the  
amount of said damages. Wherefore your petitioner prays  
your Honorable body to view the premises and estimate  
and apportion the damages sustained and to be sustained  
by him by reason of the construction of said Railroad  
and to order said Corporation to construct and maintain  
such cattle passes over ways farm crops embankments



December Meeting 1872

drains culverts walls fences or other structures as your Honorable body may judge reasonable and proper for the security and benefit of your petitioners and your petitioners further pray your honorable body to order said Corporation to give security for all damages and costs which you may award or which may be awarded by a jury for the land taken and damages sustained and to make such other orders in the premises as law and equity may require.  
Gudlow November 17th 1871

Charles D. Moore

The foregoing petition was entered at a meeting of the County Commissioners begun and holden on the first Tuesday of October in the year of our Lord one thousand eight hundred and seventy two. At which meeting the Commissioners appointed a time and place for a view of the premises and directed notice of the same to be given to the said Athol & Enfield Rail Road Company. And this petition was continued to this meeting and now said petition is ordered to be dismissed.

To the Hon. County Commissioners for the County of  
Hampden

Athol & Enfield R.R. Co pet  
to take land of H. Kille  
to

The Athol & Enfield Rail Road Company having taken certain land of Horace Kille as described in their location for the construction of their railroad fence it necessary to take land of said Kille outside of the five rods which they have taken by authority of their charter described as follows- Beginning on the fence line of the Boston & Albany railroad eighty two feet easterly of land of Elijah Sackett thence Easterly by land of the Boston & Albany Railroad two hundred and forty six feet thence southerly at right angles unto the center line of the Athol & Enfield Rail Road thirty four and one half feet thence westerly parallel unto said Athol & Enfield Rail Road center line and thirty seven and one half feet distant therefrom to the place of beginning and the pray that they may be authorized to take the same.

Athol & Enfield Rail Road Co  
By Willis Phelps Recd.

This petition was entered at this meeting and now the petitioners appear by their Attorneys Stearns and Kneadon.



June meeting 1873

and Henry Morris and the Respondents appear by  
his Attorneys Leonard and Mills and now the said  
Horace Kibbe personally appeared and accepted notice  
and consented that said Commissioners may proceed to  
adjudge thereon. said Commissioners did therefore  
proceed to hear the parties upon the matter of said  
petition and after said hearing and due consideration  
had thereon said Commissioners did adjudge that  
said Rail Road Company be authorized to take land  
as prayed for in said petition to wit: Beginning  
on the fence line of the Boston & Albany Rail Road  
eighty two feet Easterly of land of Elijah Sackett  
thence Easterly by land of the Boston and Albany  
Rail Road two hundred and forty six feet thence  
Southwaly at right angles with the center line of the  
Athol and Enfield Rail Road thirty four and one half  
feet thence Westerly parallel with said Athol and  
Enfield Rail Road center line and thirty seven and one  
half feet thence to the place of beginning

Wm. M. Lewis

Geo. K. Townsley } County Commissioners  
J. S. Lewis }

W. M. Allis pet. for  
Apt. of Damages &  
Tonnage of Holyoke  
70

To the Honorable Board of County Commissioners  
for the County of Hampden

Your petitioner (Wm. M. Allis) of Springfield in said County respectfully  
represents that the town of Holyoke under the  
authority of Chapter 102 of the acts of 1872 have  
taken and holds the waters of Ashby's & Wright's  
ponds so called in said town and the waters which  
flow into and from the same and have taken  
and hold lands & constructed dams fixtures & structures  
& done & performed many other acts to enable said town  
to have and secure the said waters. Your petitioner  
further represents that he is the owner of a large tract  
of real estate a description of which is hereto annexed  
in the copy of the deed annexed hereto marked "A"  
also a large & valuable building, mill machinery water  
privileges & rights connected therewith. That by the acts  
and doings of said town hereinbefore described his



December Meeting 1872

of said lands buildings mills machinery water privileges and rights are greatly injured and he now has suffered and must ever suffer great loss & damages by reason of said Acts of said town. Wherefore he prays in as much as he cannot agree with the town upon the amount of such damages that your honorable board assess the same.

Wm. H. Allen

By attys. Stearns & Knowlton

The foregoing petition was entered at this meeting when the petitioner appears by his attorneys Stearns and Knowlton and now said petition is ordered to be dismissed.

To the Hon Board of County Commissioners for the County of Hampden

C. S. Kurlbust pet for  
aft. of damages & town  
of Holyoke

71

Your petitioner Cornelius S. Kurlbust of Springfield in said county respectfully represents that the Town of Holyoke under the authority of Chapter 63 of the Acts of 1872 has taken & holds the waters of Ashlop & Wrights Pond so called in said town and the waters which flow into & upon the same & have taken & hold lands & constructed dams fixtures & structures & done & performed many other acts to enable said town to have & receive the said waters. Your petitioner further represents that he is the owner of a large tract of real estate a description of which is hereto annexed in the copy of the deed annexed hereto marked "A" also of large & valuable building mills machinery water privileges & rights connected therewith. That by the acts & doings of said town hereinbefore described his aforesaid lands buildings mills machinery water privileges & rights are greatly injured & he now has suffered & must ever suffer great loss and damage by reason of said acts of said town. Wherefore he prays in as much as he cannot agree with the town upon the amount of such damages that your honorable board assess the same.

Cornelius S. Kurlbust

By attys. Stearns & Knowlton

The foregoing petition was entered at this meeting when the petitioner appears by his attorneys Stearns & Knowlton and now said petition is ordered to be dismissed.



Reuben L. Bromby  
pet to be Licensed  
as a Distiller.

To the County Commissioners for the County of Hampden.  
Reuben L. Bromby of Chester in said County most  
respectfully petitions that he may be appointed and  
authorized to manufacture & sell spirituous & intoxicating  
liquors at his still & place of residence in said  
Chester as provided by the laws of this Commonwealth  
-alltho for one year from the first day of October  
A.D. 1872

Reuben L. Bromby

The foregoing petition was entered at this writing and  
now on the twenty seventh day of December A.D. eighteen  
hundred and seventy three the said Reuben L. Bromby  
is licensed to manufacture spirituous liquor at his still  
in Chester and to sell the same in quantities of not  
less than thirty gallons to be exported or used in the  
arts or for mechanical or chemical purposes in this state  
and such authority shall continue for this term of  
one year from the date thereof unless sooner revoked  
or annulled. And the said Bromby having given bonds  
according to law a Certificate is issued therefor

### County Estimate

Estimated Expenses of the County of Hampden for the  
year 1873 with the amount necessary to be raised  
by Tax.

For payment of Jurors	9000
Services of Venues	200
Officers of Courts	1000
Salaries of Special & County Commissioners	1700
Land Damages	3000
Sheriff Jurors	250
Publishing Commissioners Notices	300
Survey of Highways	300
Construction of Highways & Monuments	3000
Inquests	650
	17400
At jail and house of correction	
For Provisions	8000
Clothing	700
Food and lights	1500
Beds and bedding	300



December Meeting 1872

For Salaries of Officers	3600
" Repairs	1000
" Instruction	350
" Furniture	600
" Discharged Prisoners	50
" Medicine and attendance	200
	<u>16800</u>

At Court House	
For Salary of Keepers	700
" Records Books and Stationery	700
" Law Library	1000
" Repairs	250
" Fuel & Lights	700
" Clerks of Courts	400
" Salary of Sheriff	1250
" " Treasurer	1500
" Examiners of accounts	100
" Legal Expenses	100
" Criminal Costs	11500
" Interest on County Notes	14000
" New Court House	18000
" County indebtedness for orders drawn on the Treasury	12386.70
	<u>62986.70</u>

Total Estimate	99186.70
Deduct Balance in Treasury	<u>9327.09</u>
Amount Called for by Tax	89859.61

Wm. Mc. Lewis  
G. R. Townsley  
J. S. Hornes } County Commissioners

~~Leonard G. Cashman is licensed as a common victualler. Licenses and innholder at his Hotel situated in Monson and nearly opposite the Monson National Bank in said Monson.~~

George W. Towler is licensed as an innholder at the Millmarth House so called on West side of the Green in said Westfield.



House of Correction (Gideon Wells of West Springfield Henry Mc. Donough of Springfield and Charles L. Gardner of Palmer to and are hereby appointed abroad of overseers of the House of Correction for the year 1873

The sum of eleven hundred and ninety five dollars and fifty cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under Chapter 130 of the acts of 1867 and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said act

Dog money refunded. The County Commissioners having apportioned the moneys received under the provisions of Chapter 130 of the acts of 1867 not expended in the payment done by Dogs order that the same amounting to the sum of sixty two hundred and thirty dollars to be paid to the Treasurer of the City of Springfield and of the several towns of the County in the proportion following viz:

To the Treasurer of Agawam	177. 60
" " " " Blandford	106. 06
" " " " Brimfield	125. 07
" " " " Chester	113. 07
" " " " Chicopee	506. 32
" " " " Granville	124. 06
" " " " Holland	50. 03
" " " " Holyoke	477. 82
" " " " Longmeadow	150. 08
" " " " Ludlow	102. 57
" " " " Monson	267. 15
" " " " Montgomery	52. 03
" " " " Palmer	312. 73
" " " " Russell	58. 54
" " " " Southwick	129. 08
" " " " Springfield	2401. 41
" " " " Tolland	47. 53
" " " " Wales	88. 55
" " " " Westfield	688. 43
" " " " West Springfield	335. 70
" " " " Williamstown	214. 13



December Meeting 1872

Sundry accounts being now presented are allowed amounting Accounts to the sum of twenty two thousand and twenty eight dollars \$22,028.37 and thirty seven cents and the same are ordered to be paid from the County treasury.

To the County Commissioners of Hampden County

Samuel Horton & others  
pet for a new location &  
specific repairs of a high-  
way in Westfield

Respectfully represent the subscribers inhabitants of Westfield in said County that the highway leading from the top of Pine Hill so called in said Westfield in a westerly direction past the cemetery to the top of the Hill just east of the dwelling house of Samuel Horton in said Westfield is now out of repair, crooked and the boundaries thereof uncertain and that the same is liable to be rendered impassable in winter by reason of drifts therein and that the public convenience and necessity require that said highway should be widened, straightened, repaired & reconstructed or located anew. Wherefore your petitioners pray that you will view and widen, straighten, repair, reconstruct or locate anew said highway as may be deemed expedient.  
Westfield July 1. 1871

Samuel Horton & others

The foregoing petition was entered at a meeting of the County Commissioners begun and holden at Springfield within and for said County on the fourth Tuesday of June in the year of our Lord one thousand eight hundred and seventy one. At which meeting the Commissioners during a view of the premises expedient appointed Thursday the fourteenth day of September then next and nine o'clock in the forenoon at the Wilmarth House in Westfield as the time and place for viewing the premises and caused a copy of said petition to be served upon the Clerk of the Town of Westfield being the town within which such relocation of highway is prayed for thirty days at least before the time appointed for said view and also caused abstracts of said petition containing the substance thereof to be posted in two public places in said town and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Western Hampden Times a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for



said view and before said view was had said Commissioners gave notice in like manner as described in the foregoing notice of the petition to all persons interested of the time and place for commencing said view. And on the said fourteenth day of September the Commissioners met at the time and place appointed and proceed to view the premises and having viewed the same said Commissioners did there and then adjudge that the prayer of said petition should be granted. And after adjudicating as aforesaid said Commissioners appointed Tuesday the twenty third day of April then next and nine o'clock in the forenoon at the Milmont House in said Westfield as the time and place when and where they would proceed to locate. And the said Commissioners having given notice of the adjudication and the time and place appointed for the location in the same manner as the notice and publication was given and made and as is by law in such case made and provided, before proceeding to view except publishing an abstract of said petition instead of a copy thereof on the said twenty third day of April and by adjournment from time to time to on Tuesday the fourth day of March then next met and proceeded to locate as follows: do wit: Commencing at a Stone Monument on the Northerly side of the highway on or near the top of Pine Hill, by land of H. R. Smith, opposite the dwelling House of Mrs Knowles. Then running North seventy seven degrees and thirty five minutes West, twenty seven rods and six links to a stone at the Westly end of the Cemetery Bank wall; the highway for this course & distance is four rods wide at the commencement & four rods and thirteen links at the end. Then North twenty four degrees and two minutes West, sixteen rods and six links to the center of the Westly face of the Westly foundation Stone of the gate to the Cemetery; the highway for this course and distance is four rods and thirteen links wide; then North sixty nine and one half degrees West fifteen rods and twenty links to a stone, the highway for this course and distance is four rods and thirteen links wide at the commencement and five rods and twelve links at the end.



Drammer Meeting 1872

Then North sixty two and three quarter degrees West twenty one rods and three links to a stone: the width of this course and distance is five rods and twelve links. Then North sixty degrees West fifty two rods and seven links to a stone: the highway for this course and distance is five rods and twelve links at the commencement and six rods and ten links at the end. Then turning from a point four rods North of a Monument on the South side of the highway and at right angles with the forward course North eighty two and a quarter degrees West two hundred and thirty five rods (235) & twelve links (12) to a stone on the North side of the highway: the highway for the last course and distance is laid four rods wide the lines are run on the North or right hand side of the highway, and all of the same are right lines except the second course & distance West of the foundation to the Cemetery Gate which is to be on the North side a regular curve between the bounding monuments.

The Variation of the Needle is  $9^{\circ} 10'$  West

And now it is ordered that the said Town of Westfield cause the road aforesaid except the last course & distance which is within the limits of the said Town of Westfield to be worked made and completed in the most faithful and workmanlike manner and as follows to wit: The said road must be thoroughly ploughed when ploughing is practicable and be thoroughly cleared of stones stumps and roots. The top soil when it is unsuitable for making a hard and permanent road must be removed out of the travelled way or may be used in embankment if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard and durable road and the subsoil under the same is of a loamy or clayey character a top covering of at least 12 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 52 feet for the travelled part of the road. Where the subsoil is sand the said travelled part of the road after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick.



and afterward with a top covering of eight inches of good gravel or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the travelled part thence to its center to the height of 8 inches. And the travelled part thereof must be worked to the width of 50 feet exclusive of the side slopes and of the ditches so that carriages and teams may pass with safety and convenience over any and every part of the 50 feet aforesaid. The said travelled part of the road must be worked in the center of and parallel to its location without any regard to the additional widths laid out for materials in constructing the road except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be taken to avoid unnecessary undulations & in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude than is hereafter mentioned. The side ditches when they are needed must be constructed entirely without the travelled part of the road of the 50 feet as aforesaid and must be made by sloping from the exterior line of the travelled part of said road two and a half feet at an angle of twenty four degrees or two and one half feet slope to one foot rise to be measured horizontally with the base or chord line of the crown of the road they must be worked parallel with the center line of the travelled part of the road without unnecessary curvatures in their direction & must gradually descend with a smooth even surface in the direction of the road towards the point of discharge in such manner that no water can permanently stand by the road sides. Over swamps or meadow land where the road is made by embankment and is liable from its weight to settle or sink through the mud, the side ditch with in no instance be allowed. On the side of hills where the road is made partly by embankment & partly by excavation the road must be crowned in manner before mentioned from the edge of the interior slope of the ditch on the up hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character must be made at an angle not exceeding forty five degrees, where the materials are



December meeting 1872

loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line or two feet slope to one foot rise. Said road must be firmly and substantially railled when railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome Chestnut poles not less in any part than five inches in diameter & be securely fastened with iron bolts to stone or chestnut posts two feet high above the face of the road not less than eight inches in diameter & embedded in the earth or embankment not less than three feet & not more than twelve feet distant from each other from center to center. When the sides of embankments are constructed or secured with substantial well laid stone walls stones two feet high above the face of the road & not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joinings ends of each of said poles or joints at least one foot in length in such manner that the chamfered faces will fit & lie close together with the iron bolt aforesaid passing directly through the center of said joining or splicing. Or a stone wall built in a substantial & workmanlike manner two & a half feet high above the face of the road not less than two feet in thickness at its base & fifteen inches at its top & placed on a good bank wall may be substituted for the railing aforesaid. In all places where it is necessary to have railing the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing to be firmly & permanently placed in the embankment with the interior or inside thereof not less than 3 feet within the edge of the slope of the embankment & without in any manner obstructing or interfering with said 50 feet for the traveller's part of the road. When the sides of embankments are constructed or secured with substantial well laid stone walls instead of the earth slopes before mentioned (where the materials can be obtained at a reasonable expense this kind of structure will be required) said walls must be battered back towards the embankment from a perpendicular line at the rate of two inches to one foot in height the inner face thereof being perpendicular; the road must be worked to no greater width than



than twenty four feet on the top or face of the embankment, to furnish a firm support to the railing & the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments & be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material & a crowning of the road of eighteen inches in addition: except the span of the arch or arches of a bridge each exceed three feet in the clear when it may be covered with good Chestnut or white Oak, three inch plank. Whenever a bridge is covered with plank the top of the planking must be at grade and a stick of Chestnut twelve inches on the bottom & inside & sloping to eight inches on the outside thereof must be firmly embedded upon each side of the bridge for securing the edges of the planks against any injury from wheels in their passage to and from said bridge. All bridges must be made twenty four feet long, measured at right angles with the direction of the road & be substantially and properly raised to the height of three feet & the width of not less than 55 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the length as the bridge & be measured in the same manner with good firm straight stone sides or abutments not less than two feet apart & 18 inches high & be covered with the same material with a top covering of not less than twelve inches of good gravel or some other good material & the road over said sluiceways must be crowned 18 inches in addition. The owners of land over which said road is located retain the legal right to construct Cattle Culverts or farm bridges across & underneath the road for their accommodation & convenience provided they do not thereby increase the ascent or descent in the grading of the road as hereafter described & construct said Culverts or bridges in a manner prescribed for the bridge & the said Culverts when placed in street form after be maintained by such owners their heirs or assigns, in good repair & in such condition as to render them safe & convenient for the traveller. In grading the road of course care must be used in front of any dwelling house or other building when an excavation is required to be



December Meeting 1872

the side bank though against said building in the best shape for placing on a bank wall if the owner of said building shall so elect otherwise to slope such side bank as to cause the least possible injury to said building or the appurtenances thereof provided however when such passage ways cannot be made safe and convenient by sloping as aforesaid, culverts shall be constructed for that purpose. Whenever an embankment is directed in front of a dwelling house or other building, it must be constructed and sloped on that side of the travelled way against said building in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said building as perfect and as nearly in their present shape as may be. Trees that have been planted or raised beside the proposed travelled way by the owner of land over which said location is made whether for the fruits they yield or the shade and ornament they furnish to the farms adjacent are not to be removed or injured unless the construction and safety of the road absolutely require it. And it is further ordered that all other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered and so widened at the points of their said crossings intersections or connections therewith as to render them perfectly safe and convenient for the traveller. And it is further ordered that the grading of that part of the road aforesaid which is within the town of Westford be so worked as not in any place to exceed the angle of ascent from a horizontal line hereafter mentioned to wit: the grade of the road when completed is not in any part thereof to exceed a grade of 3' 30" ascending. The County Commissioners having heard all persons and corporations interested in relation to the question of damages who expressed a desire to be heard thereon consider and adjudge that the sum of sixty six dollars be paid to the heirs of George Shurtleff \$66.00 and the sum of forty four dollars be paid to Mrs John Crowley \$44.00 and the sum of twenty three dollars be paid to James Brady \$23.00 and the sum of sixty six dollars be



paid to Thomas A Lewis

\$66.00

And the sum of forty two dollars be

paid to Harry Doulington

\$42.00

and the sum of thirty four dollars be

paid to Mr. B. Whitney

\$34.00

and the sum of forty four dollars be

paid to the heirs of Philip Willis

\$44.00

All in full compensation for all damage they will sustain in consequence of the aforesaid location of highway. No other persons or corporations having appearance to claim damages and in the opinion of the Commissioners none others are entitled to damages and none are awarded. The owners of land over which said highway is located are allowed until the first day of May next to remove their timber trees and fences therefrom.

And it is further ordered that the said Town of Westfield cause the foregoing construction and repairing of highway to be made and completed on or before the first day of October A.D. 1873 according to the order and to the acceptance of the County Commissioners.

Wm. M. Lewis

By D. J. Townsend } County Commissioners  
J. D. Smith }

All of which by the report of said Commissioners filed among the proceedings on the aforesaid petition fully appears, and now the said report being read and considered is accepted and the road established as and for a public highway.

Attest: Enfield A.R.  
Agreement with Sackett & Ribbe  
re the land damages

This agreement made this twenty fourth day of January A.D. 1873

Witnesseth that whereas the Atchafalpa and Enfield Rail Road Company has been located through land owned jointly by Gustav Sackett & George Ribbe lying between the Boston & Albany Rail Road & Summer Street in Springfield and whereas the said Atchafalpa & Enfield Rail Road Company has been unable to agree with the said Sackett & Ribbe what price to pay for the land to be taken and occupied by said Company



December meeting 1872

as located. Now therefore it is agreed between the said Sackett & Kibbe and the said Athol & Enfield Rail Road Company that they will leave the decision of how much shall be paid for said lands - it being a strip sixty feet wide through the land of said Sackett & Kibbe to William Lewis, George H. Townsley and James S. Morris who constitute the board of County Commissioners of the County of Hampden, whose decisions determination and award upon the subject shall be conclusive and final between the parties - and the said Rail Road Company shall be bound to pay such sum as shall be so awarded and the said Kibbe & Sackett shall be bound to receive such sum in full compensation for the said land.

In witness whereof the parties have hereunto subscribed their names - the said Rail Road Company beginning by Willis Phelps its President the day & year first above written.

Willis Phelps President

Justin Sackett

Athol & Enfield Rail Road

Geo. A. Kibbe

And now upon the foregoing agreement the referees herein named met the parties on Friday the twenty fourth day of January A.D. 1873. to wit the Athol and Enfield Rail Road Company by Willis Phelps the President of the same, and Justin Sackett and George Kibbe owners of the land taken by the location of said Rail Road; And after hearing the parties said referees continued the further consideration of the matter to Saturday the first day of February then next at which time the said referees further considered the same. And after careful consideration the referees do award and determine that the said Justin Sackett and George Kibbe shall recover from the Athol & Enfield Rail Road Company the sum of five thousand four hundred and eleven & two Dollars (\$5411.22) the same being in full for all damages for the taking of the lands of said Sackett & Kibbe by the location of the aforesaid Rail Road.

Wm. M. Lewis

G. H. Townsley

} County Commissioners



Attest & Enfield R.R. Co.  
Agreement with Elijah  
Sackett as to land damage

This agreement made this twenty fourth day of January  
A.D. 1873

Witnesseth that whereas the Attest & Enfield Rail  
Road Company has been located through land owned  
by Elijah Sackett lying between the Boston & Albany  
Rail Road and Summer Street in Springfield and whereas  
the said Attest & Enfield Rail Road Company has been  
unable to agree with the said Sackett what price to  
pay for the land to be taken and occupied by said  
company as located

Now therefore it is agreed between the  
said Sackett & said Attest & Enfield Rail Road Company  
that they will have the decision of how much shall  
be paid for said land it being a strip sixty feet wide  
through the land of the said Sackett to William

Lewis, George K. Townsley and James L. Gorman  
who constitute the board of County Commissioners of the  
County of Hampden whose decision determination  
and award upon the subject shall be conclusive and  
final between the parties and the said Rail Road  
Company shall be bound to pay such sum as shall  
be so awarded and the said Sackett shall be bound  
to receive such sum in full compensation for the said land

In witness whereof the parties have hereunto subscribed  
their names the said Rail Road Company signing by  
Willis Phelps its President the day and year first  
above written

Attest & Enfield Rail Road by Willis Phelps  
Elijah Sackett

And now upon the foregoing agreement the Referee  
therein named met the parties on Friday the twenty fourth  
day of January A.D. 1873 to wit the Attest and Enfield  
Rail Road Company by Willis Phelps President of the  
same and Elijah Sackett owner of the land taken by  
the location of said Rail Road and after hearing the  
parties said Referee continued the further consideration of  
the matter to Saturday the first day of February then  
met at which time the said Referee further considered  
the same and after careful consideration the Referee  
do award and determine that the said Elijah Sackett  
shall recover from the Attest and Enfield Rail Road



December 15<sup>th</sup> 1873

Compensate the sum of two thousand two hundred and eighty  
four and 7/10 Dollars (\$2286.70) the same being in full for all  
damages for the taking of the lands of said Sackett by the  
location of the aforesaid Rail Road

Wm. M. Lewis  
G. R. Townsley } County Commissioners

Hampden ss March 10 1873.

Judgment is entered up according to reports &c.  
and all matters not acted upon are ordered to be  
continued and this meeting is adjourned without  
day

Attest Robert O. Morris Clerk



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

*[Handwritten signature]*



Commonwealth of Massachusetts  
Hampden ss.

At a meeting of the County Commissioners begun and holden at Springfield within and for the County of Hampshire in the second Tuesday of June being the eighth day of said month and by adjournment on the fifteenth sixteenth twenty second twenty third & twenty fourth days of said month on the thirteenth seventeenth and twenty third days of May on the seventh seventeenth and twenty third days of June in the year of our Lord one thousand eight hundred and twenty three

Present William H. Lewis Esq. Chairman  
James A. Barnes County  
George R. Lowrey } Commissioners

A. Bartholomew & als  
pet for a new highway  
in West Springfield  
1873

By the County Commissioners of the County of Hampshire respectfully represent the undersigned your petitioners that the public convenience requires the laying out and constructing of a public highway in the town of West Springfield beginning at a point on the highway between the houses of John Carden and the house of William Champion and running in a South Easterly direction over lands of said Carden Champion William Melcher and others to a point on the highway leading from Springfield to Westfield near the house of the said John Carden Your petitioners therefore pray your honorable board to view the premises and locate said highway and make such orders on the same as in your judgment may seem desirable.

West Springfield August 1873

A. Bartholomew and others

The foregoing petition was taken at a meeting of the County Commissioners begun and holden at Springfield within and for the County on the first Tuesday of October in the year of our Lord one thousand eight hundred and twenty three and was taken to the meeting holden on the tenth day of March eighteen hundred and twenty three at which meeting the Commissioners appointed a place and time for a view of the premises & directed notice of the same to be given and this petition was returned from meeting to meeting till making & now said petition is ordered to be dismissed.



April meeting 1873  
Springfield Mass and  
Northwestern R.R. Co. put to

To the Honorable County Commissioners in and for the County  
of Hampden and Commonwealth of Massachusetts

Respectfully represents the Springfield Mass and  
Northwestern Railroad Company that for the purpose of locating  
and constructing the extension of their Railroad from Bennett's  
junction to Springfield they have taken land in said Springfield  
owned by James R. Childs of said town said tract of land being  
a strip four rods wide through his premises and extending  
from land of Col. J. M. Chapman on the Northeast to land of  
Charles Shaw on the Southwest and containing about 130 rods  
and said petitioners have been unable to agree with said  
Childs for the damage done him by reason of taking said  
land therefore they request your honorable board after due  
notice given to him said premises and to award said Childs  
such compensation as in your opinion shall be just and proper

Springfield Mass & Northwestern Rail Road  
By Willis Phelps President

Springfield April 1<sup>st</sup> 1873

The foregoing petition was entered at this meeting where the  
commissioners having caused due notice to be given of the  
time and place when and where they would meet to view the  
premises and hear the parties and at the least on Thursday  
the 1<sup>st</sup> fourth day of April A.D. 1873. and after viewing  
the premises proceeded to hear the parties to wit the Springfield  
Mass and Northwestern Rail Road Company by Willis Phelps  
President if the same and James R. Childs personally.

And after due consideration the said Commissioners do award  
and determine that the said Rail Road Company shall  
pay to the said Childs the sum of one hundred and twenty  
five dollars the same being in full for all damages for  
taking of land as set forth in the foregoing petition

Wm. H. Lewis  
J. S. Rogers County Commissioners  
G. D. Townshend

To the Honorable County Commissioners in and for the County  
of Hampden and Commonwealth of Massachusetts  
Springfield Mass & Northwestern R.R. Co. put to

Respectfully represents the Springfield Mass and  
Rail Road Company that for the purpose of locating and constructing  
their extension from Bennett's junction to Springfield  
Mass



the extension of their Railroad from Benette Junction to Springfield they have taken land in said Springfield owned by Edward Lynch said tract of land being a strip through his premises four rods wide and running from land of Edward Fitzgerald in the Northwest to land of Luther Blake on the Southeast and containing about 2 acres and 21 rods. And your petitioners have been unable to agree with said Lynch for the damages done him by reason of taking said land. Therefore they request your honorable Board after due notice given to said Lynch pursuant and to award said Lynch such compensation as in your opinion shall be just and proper.

Springfield Alld & Northeastern Rail Road Company

By Wm. Phelps Trust.

Springfield April 1<sup>st</sup> 1873

The foregoing petition was entered at the meeting when the Commissioners having viewed the notice to be given of the time and place when and where they would meet to view the premises & hear the parties met at the Court House on Monday the twenty fourth day of April A.D. 1873 and after viewing the same concluded to hear the parties to wit Edward Lynch personally and the Springfield Alld and Northeastern Rail Road Company by Wm. Phelps Trust of the same And after due consideration the said Commissioners do award and determine that the said Rail Road Company shall pay to the said Lynch the sum of Two hundred dollars the same being in full for all damages for the taking of land as set forth in the foregoing petition.

Wm. H. Lewis

By D. J. Loomis } County Commissioners  
J. B. Loomis }

Springfield Alld and to the Honorable County Commissioners in and for the Northeastern Alld and Northeastern County of Hampden Commonwealth of Massachusetts

Edward Fitzgerald  
do  
Respectfully represents the Springfield Alld and Northeastern Railroad Company that for the purpose of locating and constructing the extension of their Railroad from Benette Junction to Springfield they have taken land in said Springfield owned by Edward Fitzgerald said tract of land being a strip four rods wide through his premises from the



April meeting 1873

ward having from two miles east to Claspall Falls on the East  
to point of James Esplanade on the Westward containing about 100 rods  
and your petitioners have been unable to agree with said Fitzgerald  
for the damage done him by reason of taking said land. Therefore  
they request your Honorable Board after due notice given to  
said said premises and to award said Fitzgerald such compensation  
as in your opinion shall be just proper.

Springfield Athol & North Eastern Rail Road Company  
(By Willis Phelps President)

Springfield April 14<sup>th</sup> 1873

The foregoing petition was entered at the meeting when the  
Commissioners having caused due notice to be given of the time  
and place when and where they would meet to view the premises  
and hear the parties met at the Court House on Thursday the  
twenty fourth day of April A.D. 1873 and after viewing the premises  
presented to hear the parties to wit the Springfield Athol and North  
Eastern Rail Road Company by Willis Phelps President of the same  
and Edward Fitzgerald personally and after due consideration the  
said Commissioners do now and determine that said Rail Road  
Company shall pay to the said Edward Fitzgerald the sum of  
forty dollars the same being in full for the taking of land as  
set forth in the foregoing petition.

Wm. H. Sweet

By J. J. Garrison } County Commissioners  
J. S. Lothrop

To the Honorable County Commissioners on and for the County of  
Hampden Commonwealth of Massachusetts

Respectfully represents the Springfield Athol and North  
Eastern Railroad Company that for the purpose of locating  
and constructing the extension of their Railroad from Barrett  
Junction to Springfield they have taken land or have Spring  
field owned by Charles Shaw and tract of land being a strip  
four rods wide through the premises extending from land of  
James H. Bludd on the North to the land of the Boston and  
Albany Railroad Company on the Southward and containing  
about 100 rods.

And your petitioners have been unable to agree with said  
Shaw for the damage done him by reason of taking said

Springfield Athol & North  
Eastern R.R. Co. pet

Charles Shaw



land. Therefore they request your honorable board after due notice given to view said premises and to award said claim such compensation as in your opinion shall be just and proper.

Springfield Athol & Northampton Rail Road Co.

By Willis Phelps President

Springfield April 14 1873

The foregoing petition was entered at this meeting when the Commissioners having caused due notice to be given of the time and place when and where they would meet to view the premises & hear the parties met at the Court House on Thursday the twenty fourth day of April A.D. 1873 and after viewing the premises proceeded to hear the parties to wit the Springfield Athol and Northampton Rail Road Company by Willis Phelps President of the same and Charles Shaw personally and after due consideration the said Commissioners do advise and determine that the said Rail Road Company shall pay to the said Shaw the sum of Eight hundred and fifty dollars the same being in full for all damages for the taking of land as set forth in the foregoing petition.

Attest My Hand

Chas. D. Sprague } County Commissioners  
J. S. Corbin }

Springfield Athol & North  
ampton R.R. Co. petition

To the Honorable County Commissioners in and for the County of Hampden Commonwealth of Massachusetts

John C. Fitzgerald

Respectfully represents the Springfield Athol and Northampton Railroad Company that for the purpose of locating and constructing the extension of their Railroad from Barrett Junction to Springfield they have taken land on said Springfield owned by John Fitzgerald said tract of land being a strip through the premises five rods wide running from land of the Indian Orchard Mills on the East to land of Charles H. Chapin on the West and containing about 3 acres and 1/2 rods and said petitioner has been unable to agree with said Fitzgerald for the damage done him by reason of taking said land. Therefore they request your Honorable Board after due notice given to view said premises and to award to Fitzgerald such compensation as in your opinion shall



Appt meeting 1873

be just and proper

Springfield Mass & Northampton Rail Road Company

By Willis Phelps President

Springfield April 1<sup>st</sup> 1873

The foregoing petition was entered at this meeting where the Commissioners having caused due notice to be given of the time and place above and where they would meet to view the premises & hear the parties met at the Court House on Thursday the twenty-fourth day of April 1873 and after viewing the premises proceeded to hear the parties & vote the Springfield Mass and Northampton Rail Road Company by Willis Phelps President of the same and John Fitzgerald personally and after due consideration the said Commissioners do award and determine that the said Rail Road Company shall pay to the said Fitzgerald the sum of one hundred and forty dollars the same being in full for all damages for the taking of land as set forth in the foregoing petition

Wm. M. Lewis

J. R. Townshend

L. S. Goodrich

County Commissioners

To the County Commissioners for the County of Hampden  
Respectfully represent that the public convenience and wants require that a road and highway should be laid out and constructed. Beginning at the County Road near the Sam Jack House so called on said Charles and leading in a northerly direction crossing the River and under the tracks of the Boston and Albany Rail Road and connecting with the County Road near the store of J. W. Dwy

Herman Lucas & others  
Pet. for a new highway  
in Hampden

42

Also a branch from said Road beginning near the Barn of Herman Lucas on the Patch so called and leading in a northerly direction connecting with the road near the house of John Dunn. Your petitioners would therefore ask that your honors would view the premises and locate and construct said Road and highway according to the laws in such cases made and provided And as in duty bound your petitioners will ever pray

Hampden April 20<sup>th</sup> 1873

Herman Lucas & others



The foregoing petition was acted at this meeting at which meeting the Commissioners appointed a time and place for a view of the premises and directed notice of the same to be given and now after due consideration said petition is ordered to be dismissed.

Order as to payment  
on the Cabot and  
West Springfield Bridge

Commonwealth of Massachusetts

Hampden ss

County Commissioners meeting May 22 1873

In the matter of the award upon the Cabot & West Springfield Bridge ordered that the sum of eighteen thousand seven hundred and twenty three dollars be paid to the Cabot & West Springfield Bridge Company and the sum of three hundred and thirty dollars and fifty four cents be paid to the Commissioners appointed by the Supreme Judicial Court to determine and apportion the damage caused by the firing of the same.

Wm. M. Lewis

G. D. Kennedy } County Commissioners  
J. S. Lewis }

Order as to payment  
on the Springfield and  
West Springfield Bridge

Commonwealth of Massachusetts

Hampden ss

County Commissioners meeting May 22 1873

In the matter of the award upon the Springfield & West Springfield Bridge ordered that the sum of fifteen thousand eight hundred and twenty three dollars and fifty cents (\$15,823.50) be paid to the proprietors of the said Bridge and three hundred and fifty eight dollars to the Commissioners appointed by the Supreme Judicial Court to determine and apportion the damage caused by the firing of the same.

Wm. M. Lewis

G. D. Kennedy } County Commissioners  
J. S. Lewis }



April meeting 1873  
Order as to payment on  
the Dodge's South  
Bridgely Bridge

Commonwealth of Massachusetts

Hampden County Commissioners meeting May 24th 1873

In the matter of the award upon the Dodge and South Bridgely Bridge ordered that the sum of thirty seven thousand one hundred thirty five dollars and seventy five cents be paid to Henry I. Cox Treasurer of the County of Hampshire and six hundred & fifty eight dollars to Henry Kellogg. The said payment being in compliance to an award of a Commission appointed by the Supreme Judicial Court in appportion the cost of the construction of the said Bridge.

Wm. H. Lewis  
S. D. Townsend } County Commissioners  
J. S. Loomis

Commonwealth of Massachusetts

Hampden County Commissioners meeting April 8th 1873

In the matter of Charles K. Spangans Petitioner for a Jury

Order as to costs on  
the pet of Charles  
K. Spangans

The Issue of Writ of Habeas Corpus finished at the June meeting eighteen hundred and twenty one the persons who recognized for the payment of costs having neglected to pay the same. It is ordered that the sum of one hundred and thirty nine dollars and seventy eight cents be paid from the County Treasury to the Town of Waltham the said amount being their taxable costs on said petition.

Wm. H. Lewis  
County Commissioners

Commonwealth of Massachusetts

Hampden County Commissioners meeting May 14 1873

In the matter of the petition of Samuel Hartson and others for a relocation, alteration and widening of the highway in Waltham from top of Pine Hill to the top of the Hill just North of the dwelling house of Samuel Hartson. It was appearing to the said Commissioners that on the report of the location of the proposed road upon the petition above referred to an error has been made in locating

Not of record to be  
on relocation of highway  
in Waltham



the width of said highway at the place of beginning as if the width of four rods whereas it should have been described as being four rods and six and one half links in width at that point that being the width which said highway was first cut by us at that point. We therefore amend the said report by inserting in the same after the words "four rods" in the description of the width of the road at the place of beginning the following words and six and one half links so that the whole description of the width of the road at that point should read as follows: the highway for this course and distance is four rods and six and one half links wide at the commencement and four rods and six and one half links at the end.

And it is now evident that the said Town of Sheffield caused the said road as described in said amended report of the location to be worked made and completed in the manner and within the time mentioned in the original order for the construction of said road it being the purpose of the order only to modify the said original order so far as relates to the width of the highway between the first and second stations accompanying said order.

Wm. M. Lewis  
G. N. Trenchy } County Commissioners  
J. S. Loomis }

County Treasurer  
Authorized to borrow

Memphis ss. County Commissioners meeting May 25th A.D. 1873  
It is ordered that Mr. Ellis Dudley, County Treasurer be authorized to borrow seventy five thousand dollars of the Treasury of the Commonwealth for the purpose of payment of the debt of the County in the matters of the Holyoke & South Hadley Canal, West Springfield and Springfield Bridges and to give the note of the County therefor payable ten years after its date with interest at the rate of seven per cent per annum payable semi annually at the office of the said Treasurer of the Commonwealth.

Wm. M. Lewis  
G. N. Trenchy } County Commissioners  
J. S. Loomis }



April writing 1873

The H. Bridge County Treasurer is authorized and empowered to borrow for and in behalf of the County of Hampton of West Virginia \$1000 of Russell the sum of 20 thousand dollars and in behalf of said County to make receipt and deliver a note for that amount payable to her order on demand with interest at the rate of seven percent per annum payable on the first days of Jan'y & December in each year (May 15. 1873)

In conformity with a resolution of the General Court passed at their County Cal-  
 present session February 27th 1873 granting a tax of eighty seven  
 thousand nine hundred and fifty eight dollars (\$87,580) for the  
 County of Hampton the sum is apportioned upon the several  
 towns in said County in manner following

		Amount paid up	29125.11
Acquemo	642.17	Montgomery	315.16
Blanford	721.56	Palmer	1522.25
Brinsfield	1182.42	Russell	315.25
Chiles	921.53	Southworth	1145.42
Chocoma	2111.25	Springfield	2211.17
Hamville	721.65	Tellus	115.25
Holland	262.87	Tracy	151.27
Hopkirk	10511.72	Wadsworth	3221.77
Longmeadow	1811.10	West Springfield	3274.41
Madison	852.58	Williamson	1627.20
Morse	2321.15		29125.11
	29025.11		

Amos Haines is licensed as an Inn holder at  
 the Brinsfield Hotel Brinsfield April 1st 1873

Leonard A. Heston is licensed as an Inn holder  
 and common victualer at his house situated opposite  
 the Abenon Bank Abenon April 1st 1873

J. A. Wood is licensed as an Inn holder and common  
 victualer at the American House Palmer June 7th 1873



the Smith put for aft  
of damages & the RR  
the awarded

Chambers ss

County Commissioners meeting May 14<sup>th</sup> 1872  
In the matter of the Petition of the Smith for payment of damages  
the New River Road Road Co

It now appearing to the said Commissioners  
that in the record of the award filed by them upon the petition  
above referred to an error has been made in not inserting therein  
the following "And the said New River Road Road Company  
shall cause the said cattle pass and farm crossing to be made and  
completed to their acceptance on or before the first day of July 1872"  
It is therefore ordered by the County Commissioners that the  
said record be amended by adding thereto the following "The said  
New River Road Road Company shall cause the said cattle  
pass and farm crossing to be made and completed to their  
acceptance on or before the first day of July 1872"

Wm. H. Lewis  
Jy. N. Townsend } County Commissioners  
J. B. Morris

Accounts  
7/12/72

County Accounts being now presented are allowed amounting  
to the sum of thirty seven thousand one hundred and two dollars  
and twenty six cents and the same are ordered to be paid  
from the County Treasury

Chambers ss June 13<sup>th</sup> 1872

Judgment is entered up according to reports & all matters  
not acted upon are ordered to be continued and this  
meeting is adjourned without day

Attest  
Robert O Morris Clerk



